

To: City of Perris
From: Sina Salehipour, Simon Lin, EIT, Jordan Mower, Chad Karns, Meghan Macias, TE
Date: 9/29/2025
Site: Harvest Landing Retail Center & Business Park Project - EPD#21-052
Subject: Merge and Diverge Analysis – I-215 Freeway/Nuevo Rd Ramps and I-215 Freeway/Placentia Ave Ramps

1. INTRODUCTION

This technical memorandum analyzes freeway merge and diverge segments at ramp junctions with the Interstate-215 (I-215) mainline, specifically the on and off ramps at the following interchanges:

- I-215/Nuevo Road Interchange
- I-215/Placentia Avenue Interchange

Both interchanges were analyzed as part of the study intersections in the Traffic Impact Analysis (TIA) prepared by EPD for the proposed Harvest Landing Retail Center & Business Park (Project) located in the western central portion of the City of Perris, southeast of the intersection of W Placentia Avenue and I-215 Frontage Road.

The intention of this analysis is to evaluate the operational condition and safety of the mainline, on ramps, and off ramps at the interchanges mentioned above, with traffic volumes under the following scenarios:

- Opening Year I (2026) Without Project Conditions
- Opening Year I (2026) With Project Conditions
- Opening Year II (2030) Without Project Conditions
- Opening Year II (2030) With Project Conditions
- General Plan 2045 Without Project Conditions
- General Plan 2045 With Project Conditions

1.1 Project Description

Regional access to the Project site is provided by the I-215 freeway, south of the Project through W Nuevo Road and North of the Project at Placentia Avenue. Local access to the site is via I-215 Frontage Road, Placentia Avenue, Orange Avenue, Barrett Avenue Perris Boulevard and Nuevo Road.

The Project includes a total of 358.28 acres and consists of three components: Commercial, Business Park Phase 1, and Business Park Phase 2. The following acreages and square footage (SF) are proposed across the three components:

- The following components will be developed in Opening Year I 2026:

- The Commercial component consists of lots totaling 46.72 acres south of Orange Avenue, east of Barrett Avenue, and west of Perris Boulevard. The 423,007 SF Commercial component includes retail anchor, shopping center, supermarket, fast casual restaurant, high turnover (sit-down) restaurant, fast Food restaurant with drive through and coffee/donut shop with drive-through window, a 5,500 SF medical office building, and a gasoline/service station with 12 vehicle fueling positions.
- Business Park Phase 1 consists of lots totaling 140.70 acres south of Orange Avenue, east of I-215 Frontage Road, and west of Barrett Avenue. Business Park Phase 1 includes general light industrial uses including: 1,207,000 SF of high-cube warehouse use, 322,079 SF of parcel hub use, and 198,500 SF of other general light industrial use.
- The following components will be developed in Opening Year II 2030:
 - Business Park Phase 2 consists of lots totaling 112.01 acres and an overlay zone of 10.66 acres north of Orange Avenue, east of I-215 Frontage Road and west of Barrett Avenue. Business Park Phase 2 is analyzed programmatically for future multiple business uses with no detailed site plan available. Business Park Phase 2 includes 3,659,693 SF of industrial park and 348,262 SF of industrial park overlays.
- The remaining areas of 48.17 acres within the proposed Project are dedicated to a water quality retention basin and roadways along the development of Phase 1 and Phase 2.

The location of the Project is shown in Figure 1.1, and the Project site plan is shown in Figure 1.2.

The analysis for the ramps and mainline segment located on I-215 freeway was conducted using the Highway Capacity Software (HCS software), utilizes the Highway Capacity Manual (HCM) methodology to evaluate the condition of the ramps and mainline freeway.

Figure 1.1: Project Location



Figure 1.2: Project Site Plan



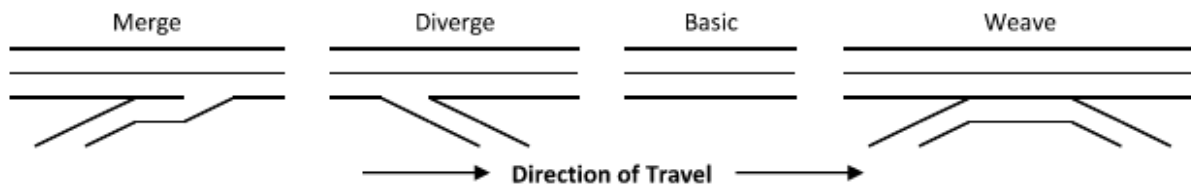
2. ANALYSIS SCENARIOS AND METHODOLOGY

As previously discussed in Section 1, six scenarios were evaluated for both the AM and PM peak hours at the I-215 freeway ramps located at Nuevo Road and Placentia Avenue, consistent with the submitted TIA:

- Opening Year I (2026) Without Project Conditions
- Opening Year I (2026) With Project Conditions
- Opening Year II (2030) Without Project Conditions
- Opening Year II (2030) With Project Conditions
- General Plan 2045 Without Project Conditions
- General Plan 2045 With Project Conditions

Freeways are classified into distinct segment types as defined in the Highway Capacity Manual (HCM), including merge, diverge, basic, and weaving segments. Merge segments occur where two or more traffic streams combine to form a single traffic stream, while diverge segments occur where one traffic stream separates into two or more streams. Basic segments are contiguous freeway sections characterized by a uniform number of lanes and the absence of merging or diverging influences. Weaving segments occur where entrance and exit ramps are spaced closely enough that their operations overlap, requiring traffic from the mainline and ramps to cross paths within a limited distance without the aid of traffic control devices other than guide signage. Figure 2.1 illustrates these segment types.

Figure 2.1 Different Segment Types of Freeway



2.1 Roadway Segment Level of Service Methodology

Freeway Level of Service (LOS) was analyzed using the Highway Capacity Software (HCS7) in accordance with the procedures outlined in the Highway Capacity Manual (HCM). The analysis is based on vehicle density as the primary measure of effectiveness for determining LOS. Table 1.1 summarizes the LOS criteria for freeway operations as defined in the HCM.

Table 2.1: Level of Service Criteria for Freeway Segments

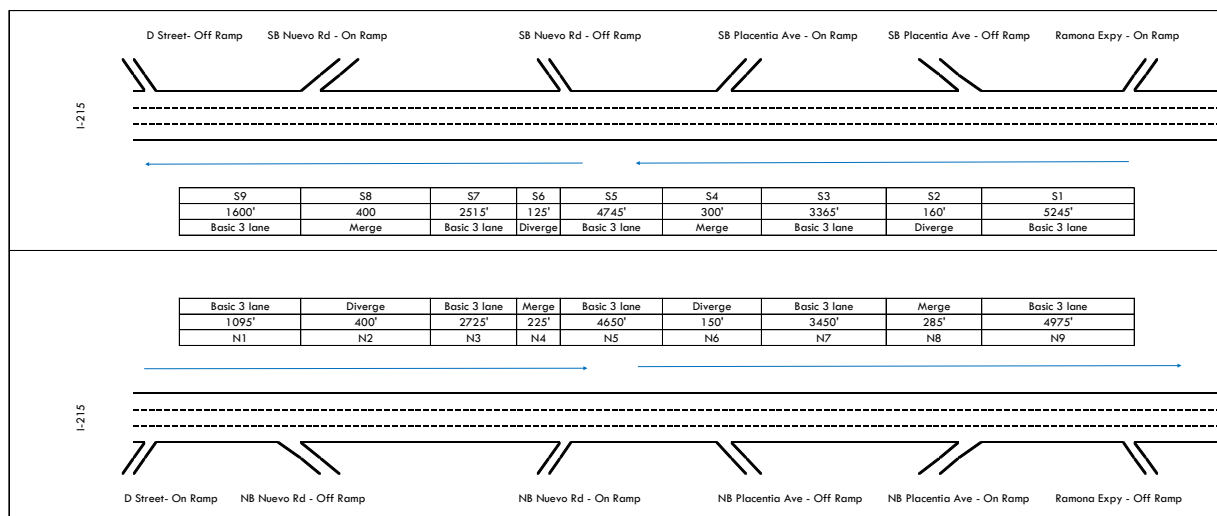
Density (passenger cars per mile per lane - pc/mi/ln)			
LOS	Basic Freeway Segment	Ramp Merge and Diverge Areas	Weaving Segment
A	≤ 11	≤ 10	≤ 10
B	> 11 and ≤ 18	> 10 and ≤ 20	> 10 and ≤ 20
C	> 18 and ≤ 26	> 20 and ≤ 28	> 20 and ≤ 28
D	> 26 and ≤ 35	> 28 and ≤ 35	> 28 and ≤ 35
E	> 35 and ≤ 45	> 35	> 35 and ≤ 43
F	> 45	Demand exceeds capacity	> 43

According to *Caltrans Guide for the Preparation of Traffic Impact Studies*¹ (2002), a Level of Service (LOS) of “D” or better is considered acceptable. Consequently, any roadway segments operating at LOS “E” or LOS “F” are considered deficient.

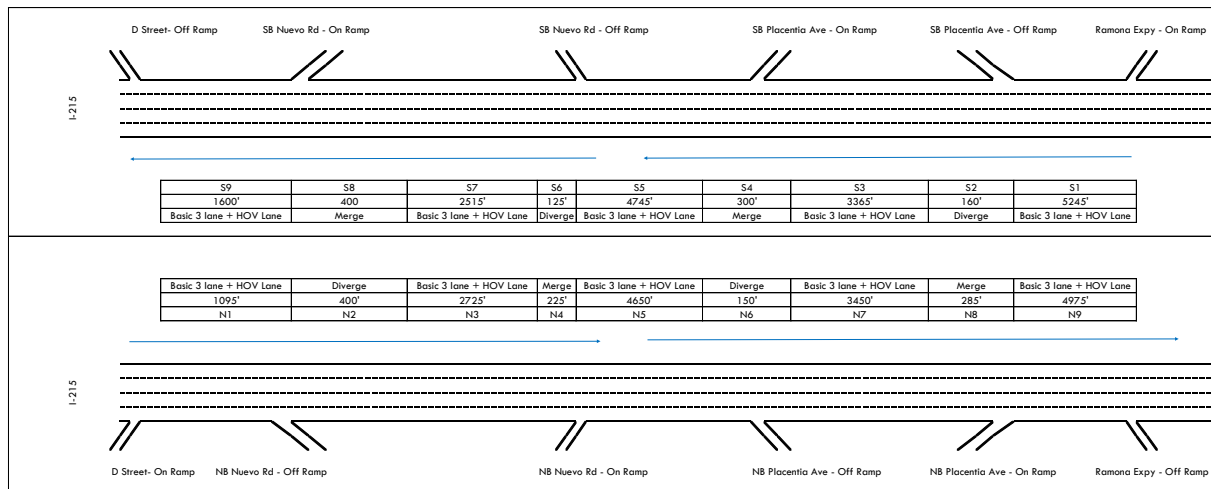
2.2 Study Roadway Segments and Geometric Design

A total of nine study segments in the northbound direction and nine study segments in the southbound direction along the I-215 freeway were evaluated in this memo. Figure 2.2 presents the segment definitions, lengths, and classifications. Within the study area of the proposed Project, the I-215 freeway currently consists of three lanes in each direction, which were analyzed for all scenarios in Opening Year I (2026) and Opening Year II (2030), both with and without the Project. According to the RIVCOM model, under the General Plan (2045) scenario, the I-215 will include four lanes in each direction, three general-purpose lanes and one high-occupancy vehicle (HOV) lane, which was analyzed for both the General Plan 2045 Without Project and With Project scenarios. Figure 2.3 presents the General Plan 2045 Conditions.

Figure 2.2 Freeway Segment Types – Opening Year I (2026) and Opening Year II (2030) Conditions



¹ https://files.ceqanet.lci.ca.gov/221458-6/attachment/1G1ssbv4x_oYj9l30Q_h_tIlV30qQJpXyWxcG317-76l3i_OWoBmHxlfhdqw9CklsNEOKjCNtJTTFehP0?

Figure 2.3 Freeway Segment Types – General Plan (2045) Conditions

2.3 Study Roadway Segments Volume

As previously discussed, six different analysis scenarios were evaluated, and the corresponding truck percentages and traffic volumes for each roadway segment under each scenario were obtained from different sources, as summarized below.

Truck percentages on the freeway mainline and ramps are obtained under the following approach:

- Freeway mainline (I-215) truck percentages:
 - Source: Caltrans Traffic Census Program¹ (2023 AADT and Truck AADT, most recent available).
 - At I-215 / Ramona Expy / Cajalco Rd, Caltrans reports 139,000 AADT and 14,700 Truck AADT, yielding a truck share of $\approx 11\%$.
 - Cross-check: Consistent with regional truck shares reported in the RCTC Truck Study².
- Without project condition truck percentages on ramps are obtained using traffic counts taken at the following locations on Tuesday, May 16th, 2023:
 - I-215 NB Ramps/ W Nuevo Rd.
 - I-215 SB Ramps/ W Nuevo Rd.
 - I-215 NB Ramps/ Placentia Ave.
 - I-215 SB Ramps/ Placentia Ave.
 - The truck percentage at I-215 Ramps/Ramona Expy. is conservatively estimated to be 11%, matching the mainline truck%
 - The truck percentage at I-215 Ramps/D St. is conservatively estimated to be 2%, as D Street is not an approved truck route in the city of Perris

¹ <https://dot.ca.gov/programs/traffic-operations/census>

² www.rctc.org/wp-content/uploads/2025/05/RCTCTruckStudy_TechMemoAddendum_UpdatedData_2025.pdf

- With project condition ramp truck percentages at Placentia Avenue interchange are calculated using Project trip generation and truck trip distribution on the ramps in the corresponding without project scenario.
 - 100% of the Project truck traffic use the Placentia Avenue interchange to access I-215
 - With Project truck percentages at other locations are conservatively estimated to be consistent with the truck percentage in the without Project scenario
- The truck percentages at all locations are list in Attachment A.

Existing (2024) traffic volumes are obtained using different methods for different locations, for the purpose of this analysis as detailed below:

- Ramp volumes are obtained using traffic counts taken at the following locations on Tuesday, May 16th, 2023. The count data is included in Attachment A.
 - I-215 NB Ramps/ W Nuevo Rd.
 - I-215 SB Ramps/ W Nuevo Rd.
 - I-215 NB Ramps/ Placentia Ave.
 - I-215 SB Ramps/ Placentia Ave.
- Freeway mainline (I-215)
 - The flow data from Caltrans Performance Measurement System (PeMS) data source were used. PeMS data are is included in Attachment B.

Future traffic volume forecast are conducted under different methodology shown below:

- For Opening Year I 2026 Without Project and Opening Year II 2030 Without Project conditions, traffic volumes were developed by applying a growth rate of three percent per year to the existing condition volume, consistent with the previously submitted TIA.
- For General Plan 2045 Without Project Conditions, traffic volumes were developed using the Riverside County Transportation Analysis Model (RIVCOM).
 - However, the baseline 2018 RIVCOM model network does not include Placentia Avenue connecting to Harvill Avenue or the Placentia Avenue interchange. Therefore, the growth in roadway volumes from the 2018 model to the 2045 model cannot be utilized as it represents significant roadway configuration difference and would provide erroneous results.
 - The 2045 RIVCOM model roadway network includes regional network improvements, such as 4 lanes in each direction on I-215 and separated ramps for westbound and eastbound Placentia Avenue. Therefore, volumes from the 2045 RIVCOM model were used to represent the General Plan 2045 Without Project Conditions.
- For all With Project conditions, traffic volumes were determined by adding the Project trips to the Without Project Condition traffic volumes.

3. RESULTS

The LOS results for all the six mentioned scenarios for the AM and PM peak hour have been summarized in this section.

3.1 Without Project Conditions

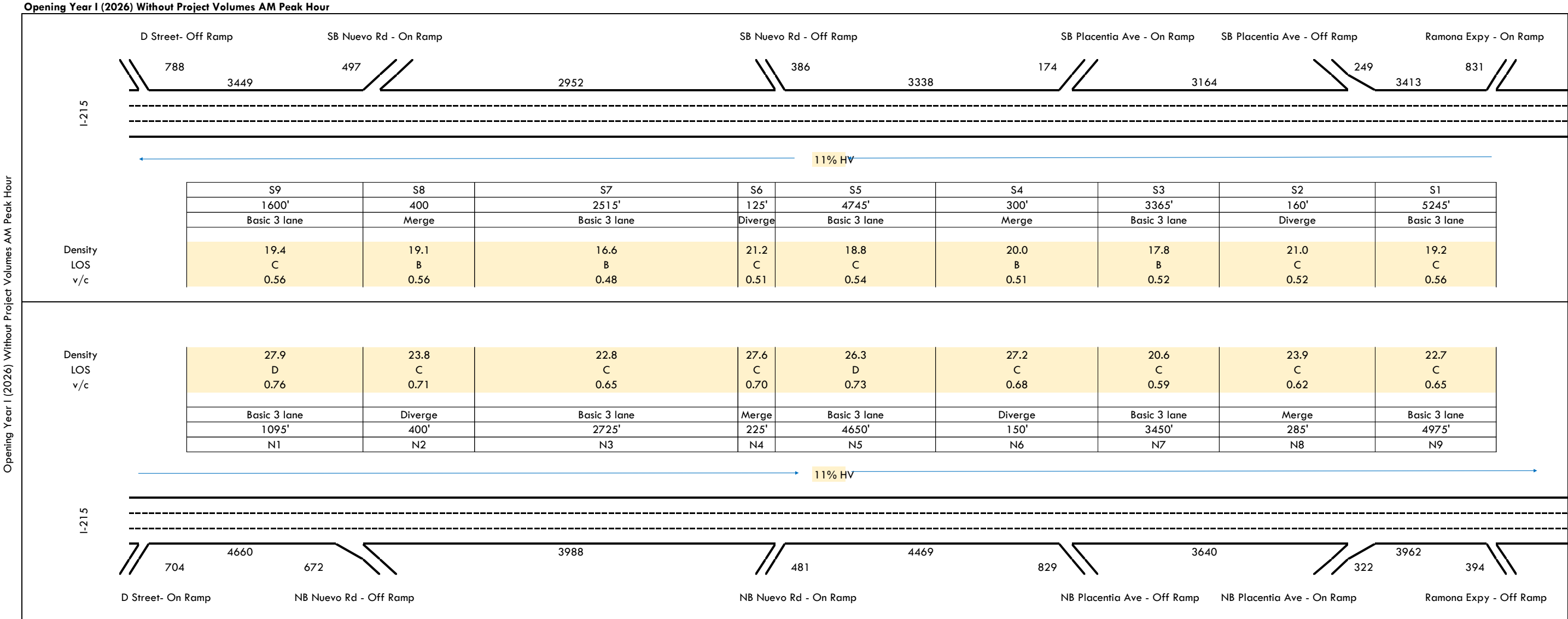
This section discusses the baseline (without Project) conditions. Baseline conditions are those conditions that exist within the study area in the without Project conditions.

3.1.1 Opening Year I 2026 Without Project

As shown in Figures 3.1 and 3.2, the layout illustrates the study segments along with the input parameters, such as traffic volumes, spacing distances, and heavy vehicle percentages, used for the AM and PM peak hour analysis under the Opening Year I (2026) Without Project scenario.

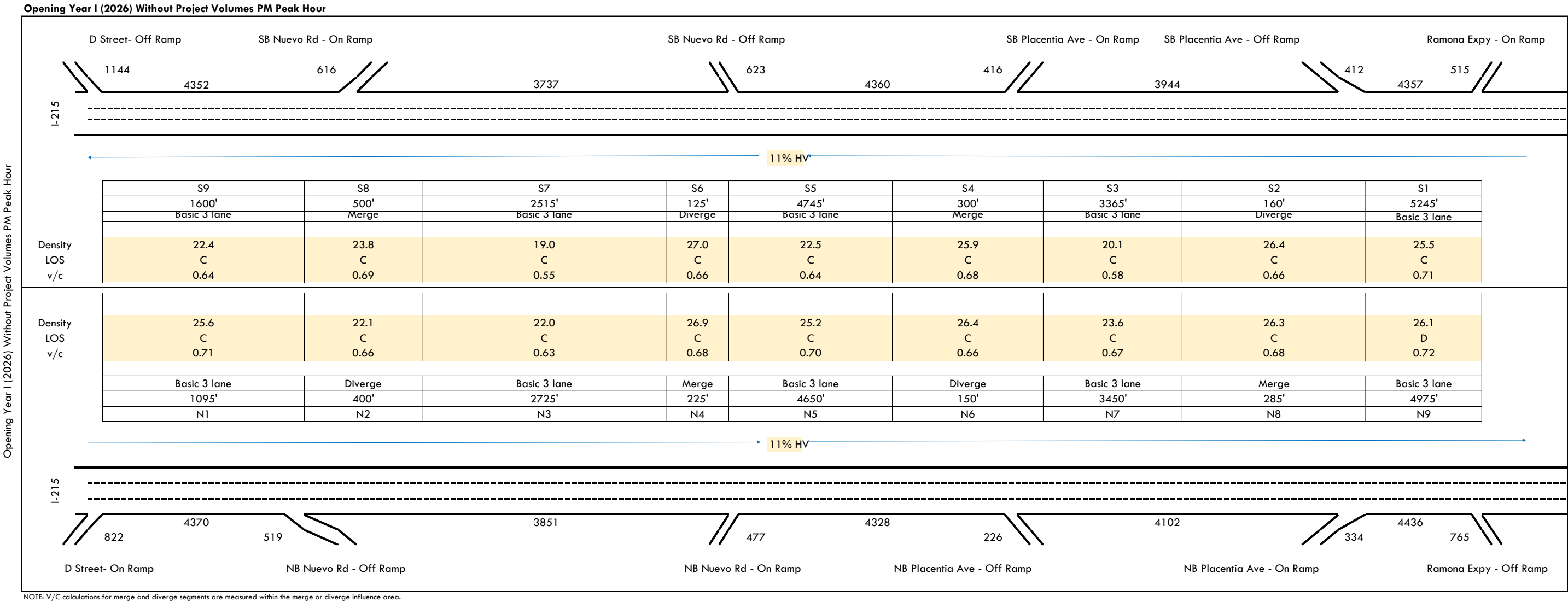
During both the AM and PM peak hours for the Opening Year I (2026) Without Project scenario, all study segments, including basic, diverge, and merge segments, are expected to operate within capacity in both the northbound and southbound directions of the I-215, as shown in Figures 3.1 and 3.2. The detailed LOS calculations provided in Attachment C.

Figure 3.1 Opening Year I 2026 Without Project AM Peak Hour Operations



NOTE: V/C calculations for merge and diverge segments are measured within the merge or diverge influence area.

Figure 3.2 Opening Year I 2026 Without Project PM Peak Hour Operations



3.1.2 Opening Year II 2030 Without Project

As shown in Figures 3.3 and 3.4, the layout illustrates the study segments along with the input parameters, such as traffic volumes, spacing distances, and heavy vehicle percentages, used for the AM and PM peak hour analysis under the Opening Year II (2030) Without Project scenario.

During both the AM and PM peak hours for the Opening Year II (2030) Without Project scenario, all study segments, including basic, diverge, and merge segments, are expected to operate within capacity in both the northbound and southbound directions of the I-215, as shown in Figures 3.3 and 3.4. The detailed LOS calculations provided in Attachment C.

Figure 3.3 Opening Year II 2030 Without Project AM Peak Hour Operations

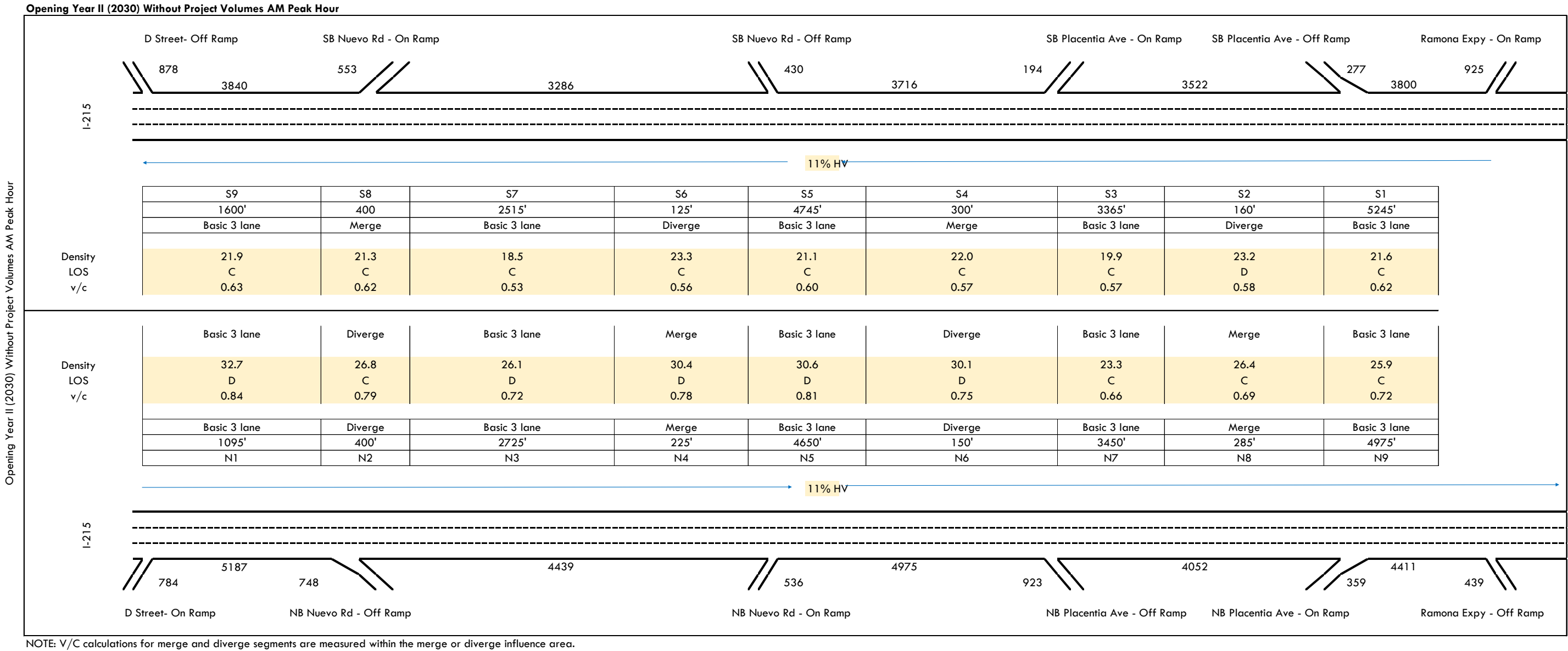
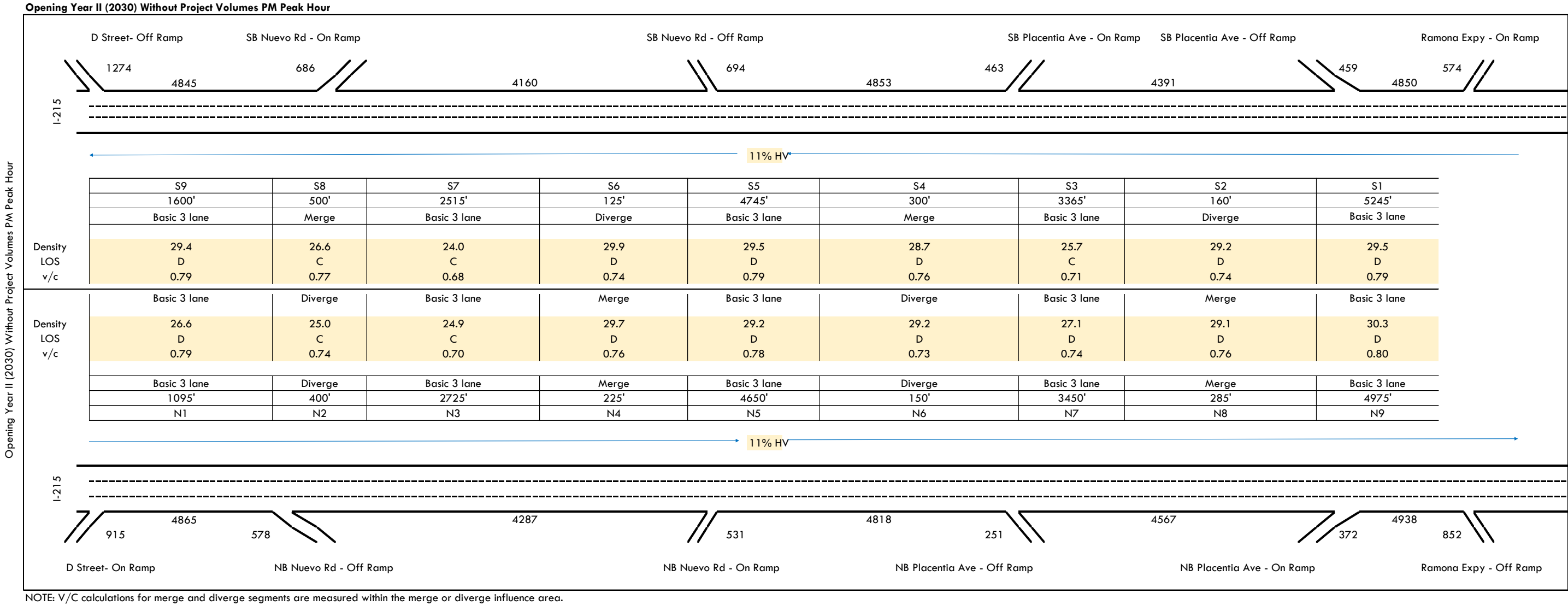


Figure 3.4 Opening Year II 2030 Without Project PM Peak Hour Operations



3.1.3 General Plan 2045 Without Project

As shown in Figures 3.5 and 3.6, the layout illustrates the study segments along with the input parameters, such as traffic volumes, spacing distances, and heavy vehicle percentages, used for the AM and PM peak hour analysis under the General Plan 2045 Without Project scenario.

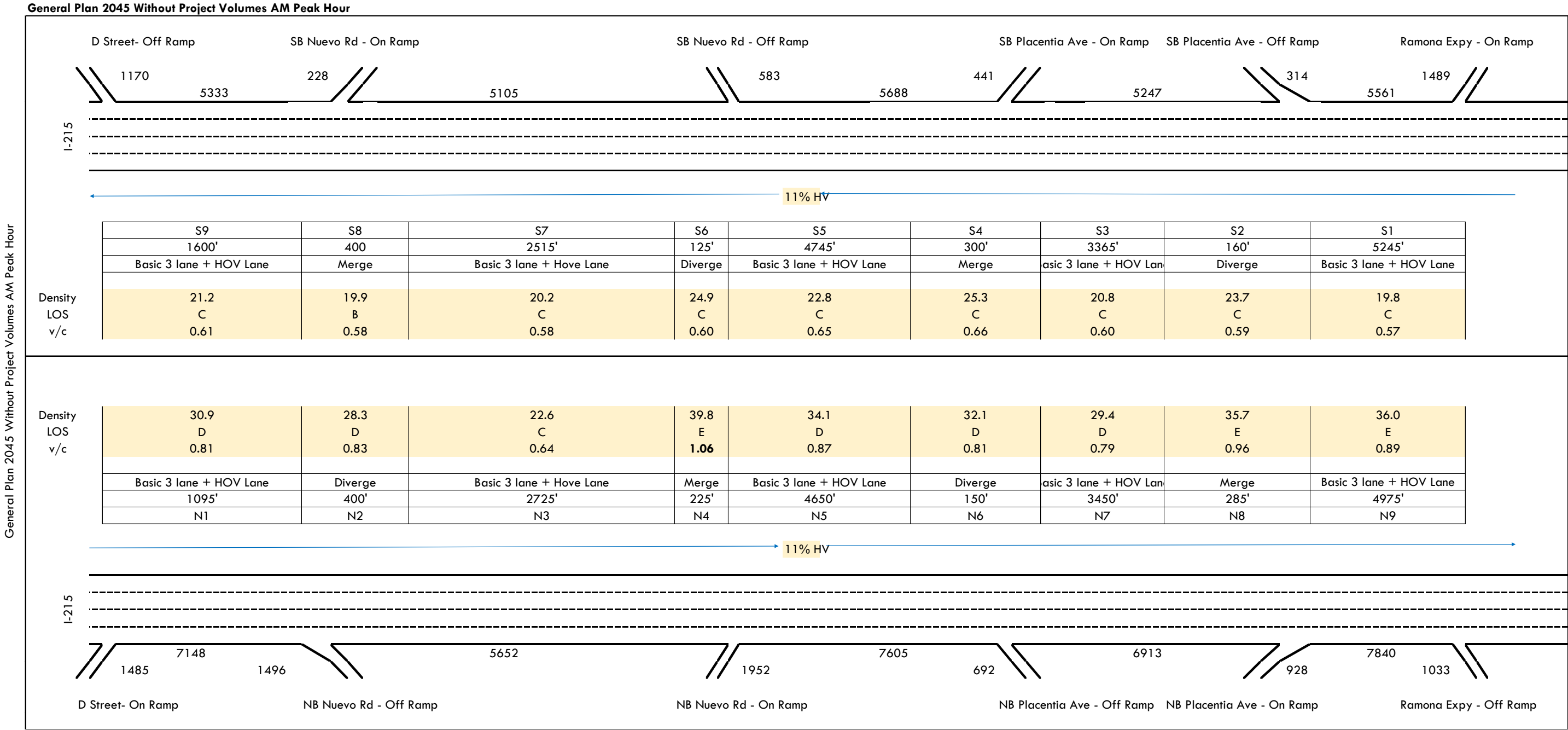
As shown in Figures 3.5 and 3.6, during both the AM and PM peak hours under the General Plan 2045 Without Project scenario, all basic, diverge, and merge study segments are expected to operate at a satisfactory LOS, with the exception of the following segments:

During AM Peak Hour:

- Segment N4: Northbound Nuevo Road On-Ramp – LOS E (v/c ratio = 1.06)
- Segment N8: Northbound Placentia Avenue On-Ramp – LOS E (v/c ratio = 0.96)
- Segment N9: I-215 Mainline between Northbound Placentia Avenue On-Ramp and Ramona Expressway Off-Ramp – LOS E (v/c ratio = 0.89)

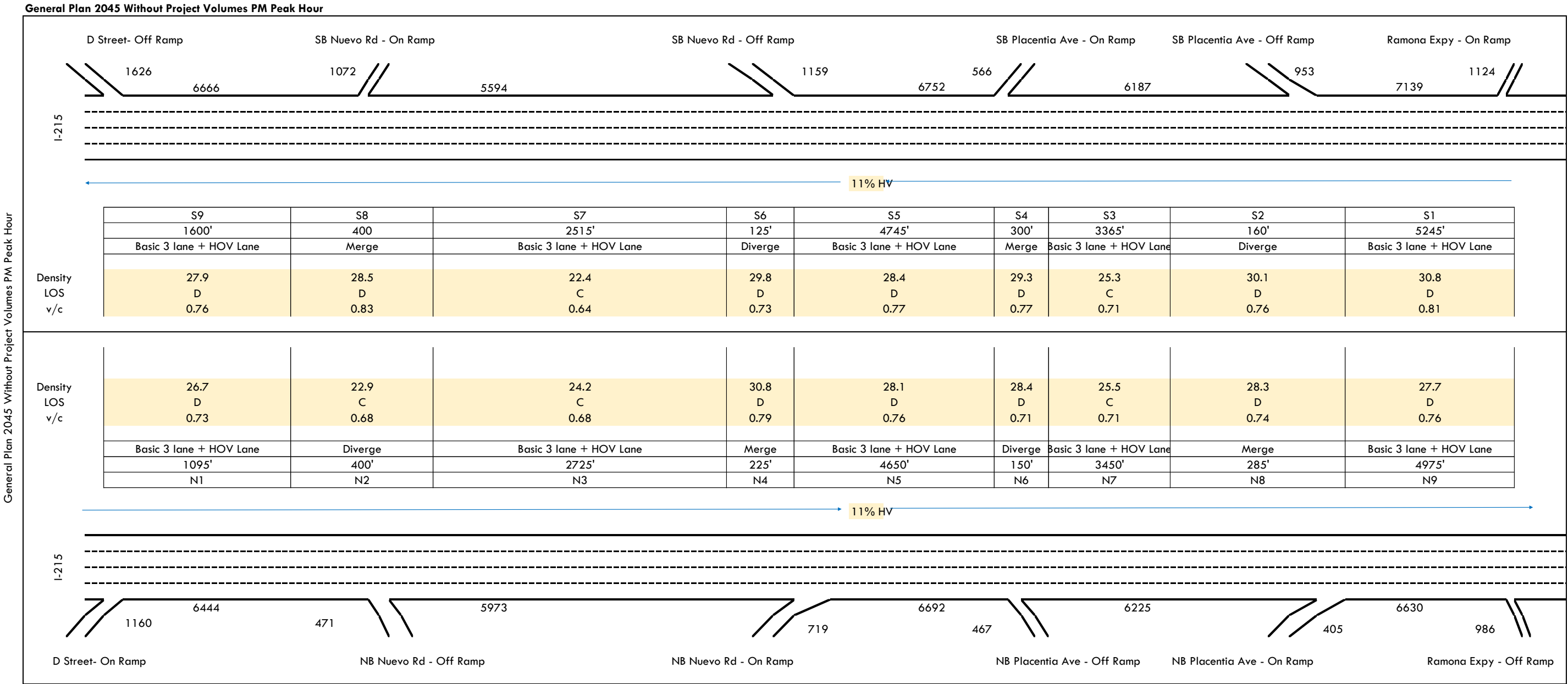
The detailed LOS calculations provided in Attachment C.

Figure 3.5 General Plan 2045 Without Project AM Peak Hour Operations



NOTE: V/C calculations for merge and diverge segments are measured within the merge or diverge influence area.

Figure 3.6 General Plan 2045 Without Project PM Peak Hour Operations



NOTE: V/C calculations for merge and diverge segments are measured within the merge or diverge influence area.

3.2 With Project Conditions

This section discusses the With Project conditions. With Project conditions traffic volumes were determined by adding the Project trips to the Without Project Condition traffic volumes.

3.2.1 Opening Year I 2026 With Project

As shown in Figures 3.7 and 3.8, the layout illustrates the study segments along with the input parameters, such as traffic volumes, spacing distances, and heavy vehicle percentages, used for the AM and PM peak hour analysis under the Opening Year I (2026) With Project scenario.

During both the AM and PM peak hours for the Opening Year I (2026) With Project scenario, all study segments, including basic, diverge, and merge segments, are expected to operate within capacity in both the northbound and southbound directions of the I-215, as shown in Figures 3.7 and 3.8. The detailed LOS calculations provided in Attachment C.

Figure 3.7 Opening Year I 2026 With Project AM Peak Hour Operations

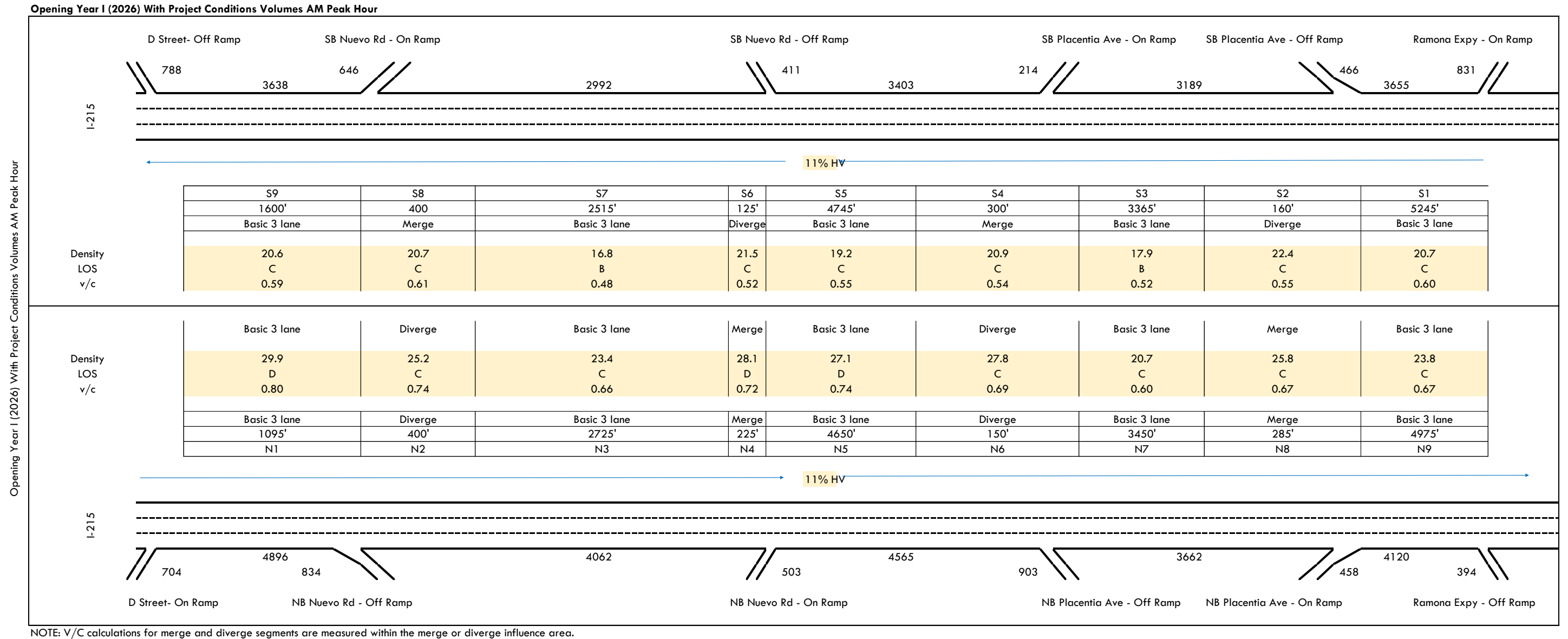
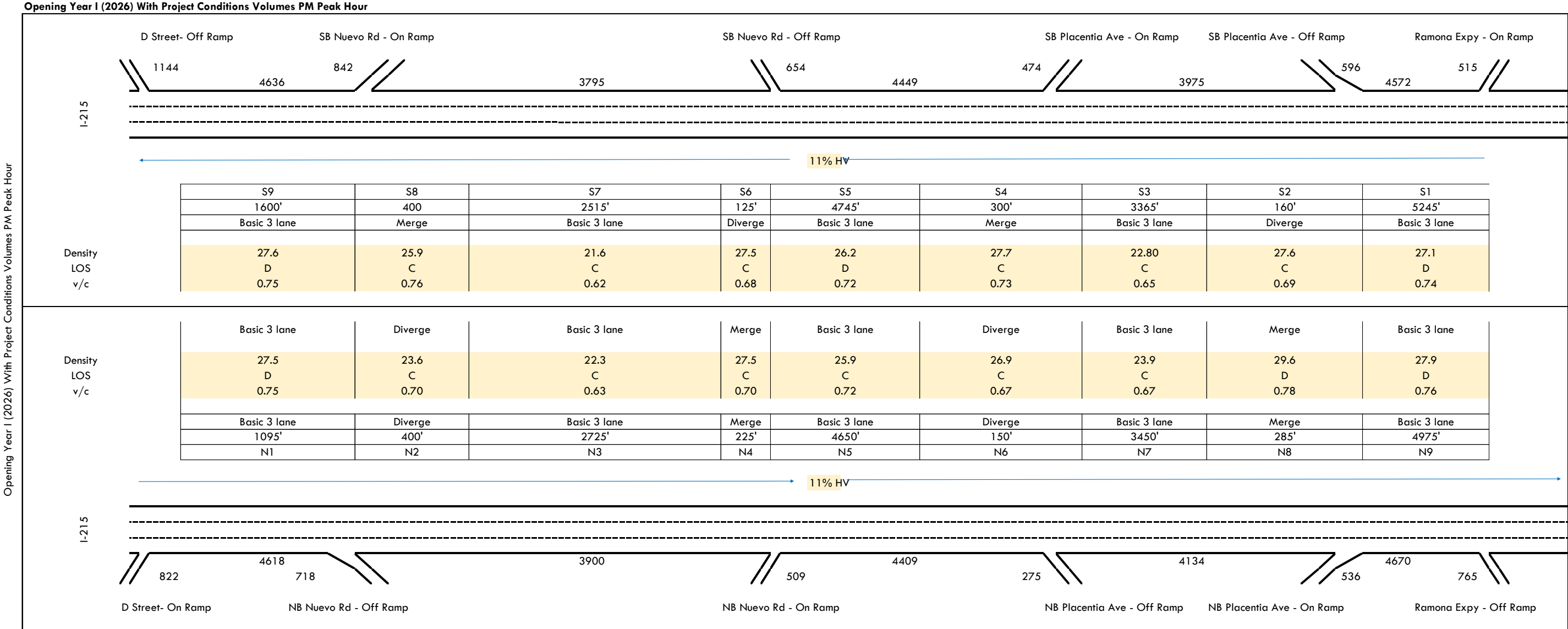


Figure 3.8 Opening Year I 2026 With Project PM Peak Hour Operations



NOTE: V/C calculations for merge and diverge segments are measured within the merge or diverge influence area.

3.2.2 Opening Year II 2030 With Project

As shown in Figures 3.9 and 3.10, the layout illustrates the study segments along with the input parameters, such as traffic volumes, spacing distances, and heavy vehicle percentages, used for the AM and PM peak hour analysis under the Opening Year II (2030) With Project scenario.

As shown in Figure 3.9 and 3.10, during both the AM and PM peak hours under the Opening Year II (2030) With Project scenario, all basic, diverge, and merge study segments are expected to operate at a satisfactory LOS, with the exception of the following segments:

During AM Peak Hour:

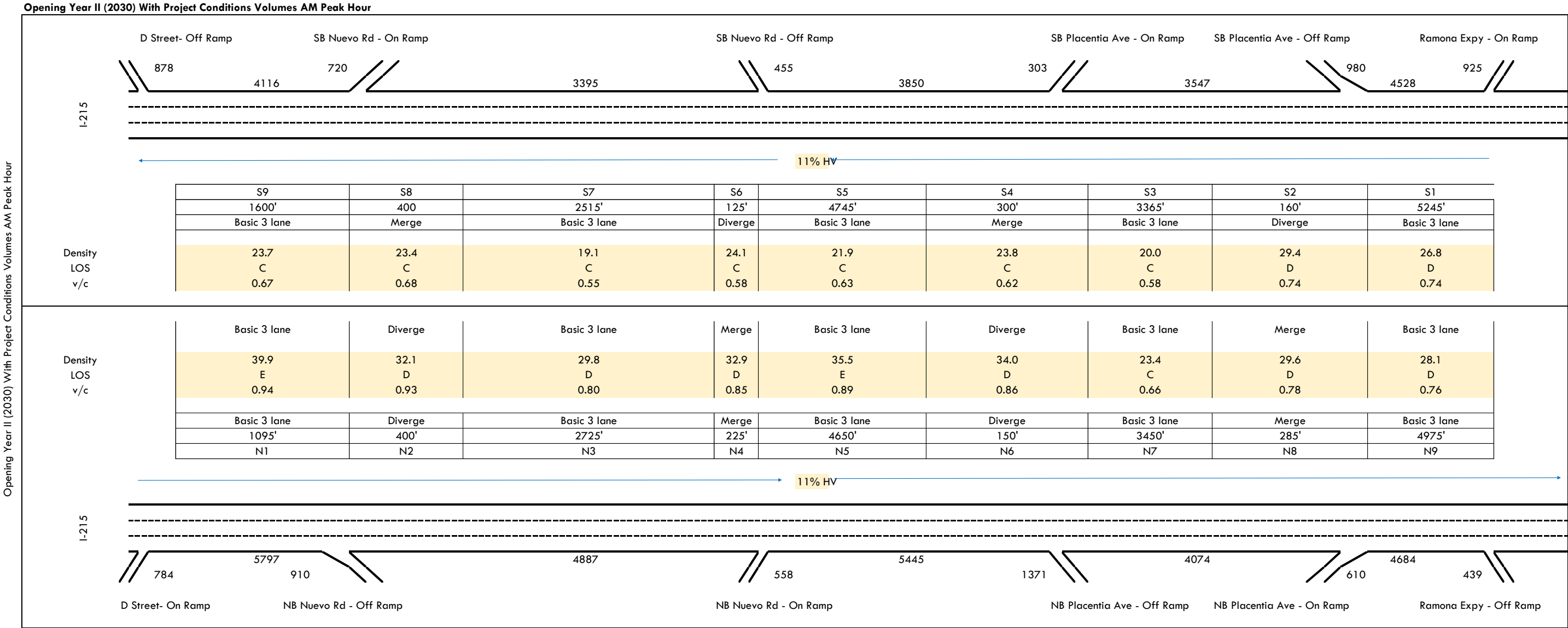
- Segment N1: I-215 Mainline between Northbound D Street On-Ramp and Northbound Nuevo Road Off-Ramp – LOS E (v/c ratio = 0.94)
- Segment N5: I-215 Mainline between Northbound Nuevo Road On-Ramp and Northbound Placentia Avenue Off-Ramp – LOS E (v/c ratio = 0.89)

During PM Peak Hour:

- Segment N8: Northbound Placentia Avenue On-Ramp – LOS E (v/c ratio = 1.02)
- Segment N9: I-215 Mainline between Northbound Placentia Avenue On-Ramp and Ramona Expressway Off-Ramp – LOS E (v/c ratio = 0.92)
- Segment S9: I-215 Mainline between Southbound Nuevo Road On-Ramp and D Street Off-Ramp – LOS E (v/c ratio = 0.89)

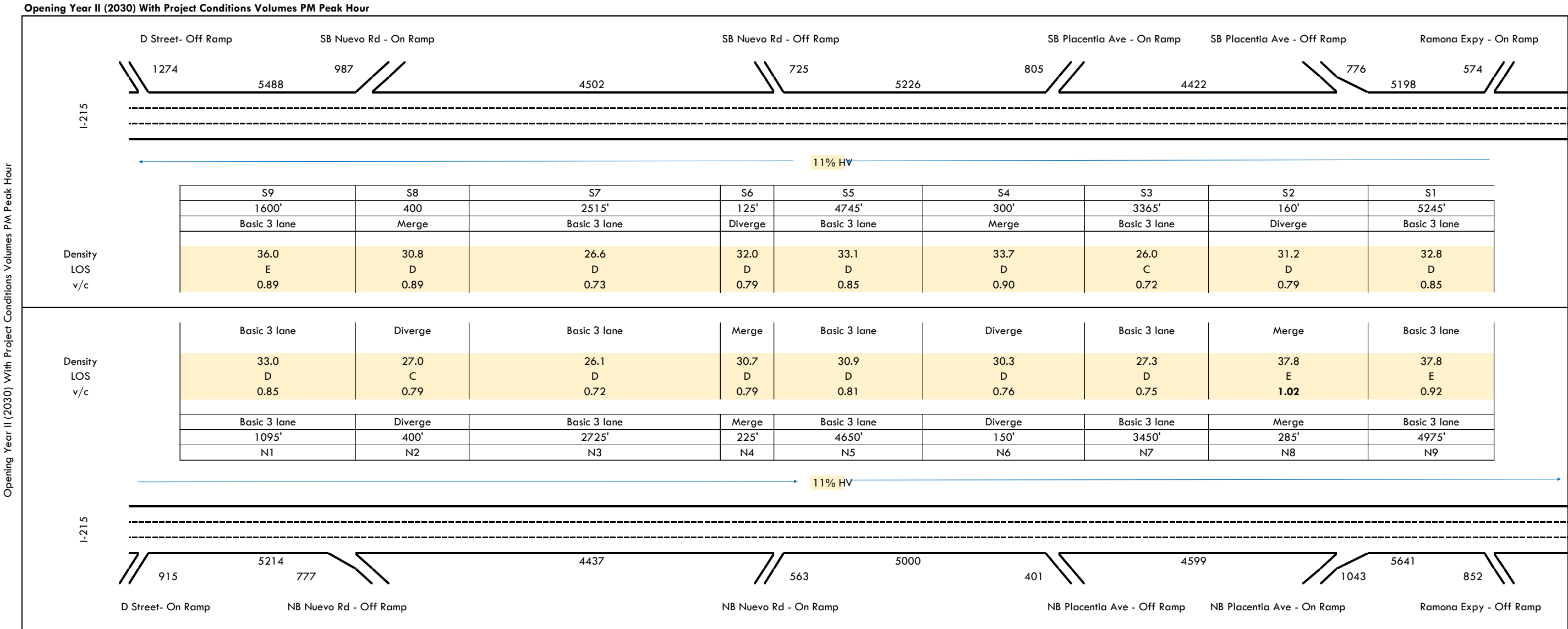
The detailed LOS calculations provided in Attachment C.

Figure 3.9 Opening Year II 2030 With Project AM Peak Hour Operations



NOTE: V/C calculations for merge and diverge segments are measured within the merge or diverge influence area.

Figure 3.10 Opening Year II 2030 With Project PM Peak Hour Operations



NOTE: V/C calculations for merge and diverge segments are measured within the merge or diverge influence area.

3.2.3 General Plan 2045 With Project

As shown in Figures 3.11 and 3.12, the layout illustrates the study segments along with the input parameters, such as traffic volumes, spacing distances, and heavy vehicle percentages, used for the AM and PM peak hour analysis under the General Plan 2045 With Project scenario.

As shown in Figure 3.11 and 3.12, during both the AM and PM peak hours under the General Plan 2045 With Project scenario, all basic, diverge, and merge study segments are expected to operate at a satisfactory LOS, with the exception of the following segments:

During AM Peak Hour:

- Segment N1: I-215 Mainline between Northbound D Street On-Ramp and Northbound Nuevo Road Off-Ramp – LOS E (v/c ratio = 0.88)
- Segment N4: Northbound Nuevo Road On-Ramp – LOS F (v/c ratio = 1.11)
- Segment N5: I-215 Mainline between Northbound Nuevo Road On-Ramp and Northbound Placentia Avenue Off-Ramp – LOS E (v/c ratio = 0.92)
- Segment N6: Northbound Placentia Avenue Off-Ramp – LOS E (v/c ratio = 0.89)
- Segment N8: Northbound Placentia Avenue On-Ramp – LOS F (v/c ratio = 1.07)
- Segment N9: I-215 Mainline between Northbound Placentia Avenue On-Ramp and Ramona Expressway Off-Ramp – LOS E (v/c ratio = 0.92)

The detailed LOS calculations provided in Attachment C.

Figure 3.11 General Plan 2045 With Project AM Peak Hour Operations

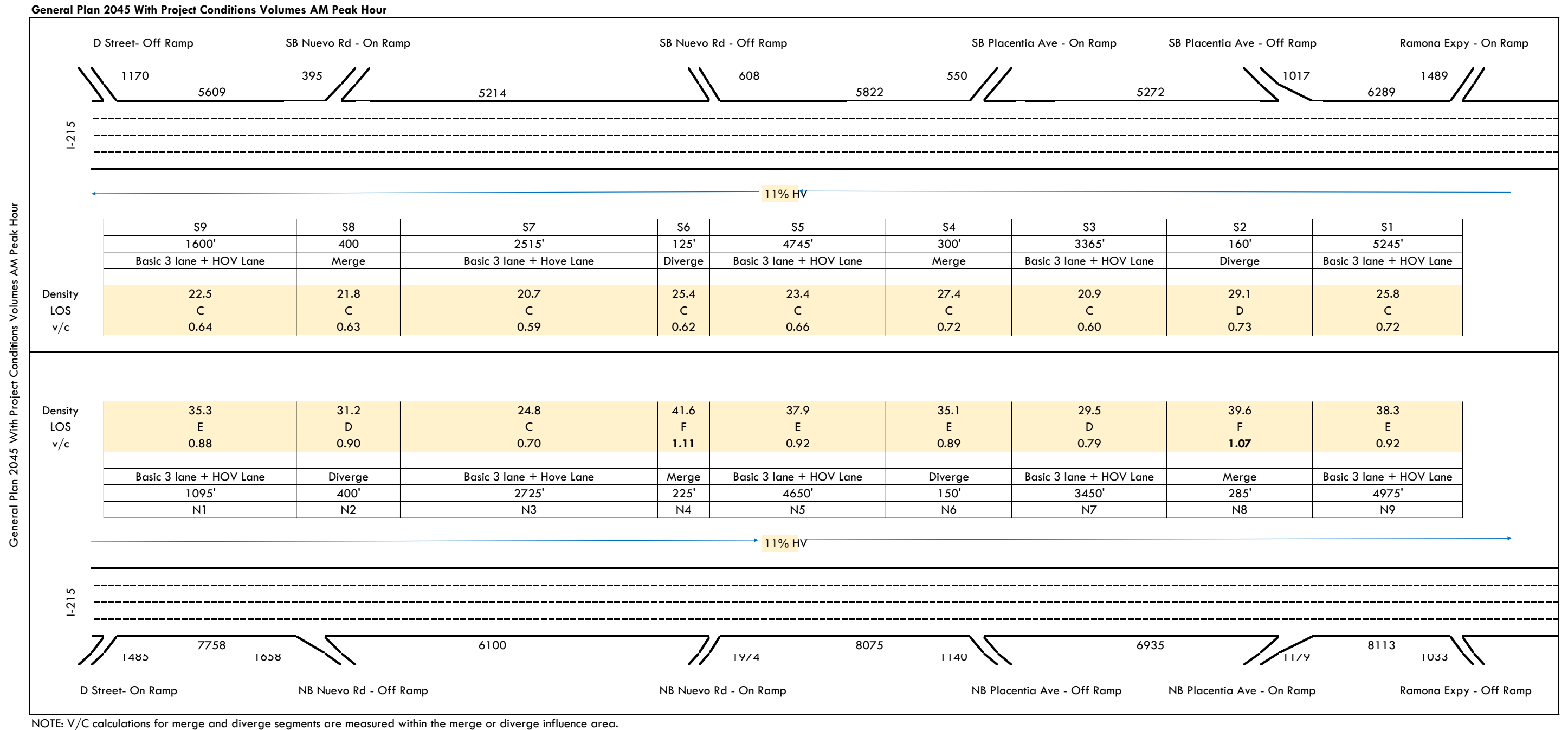
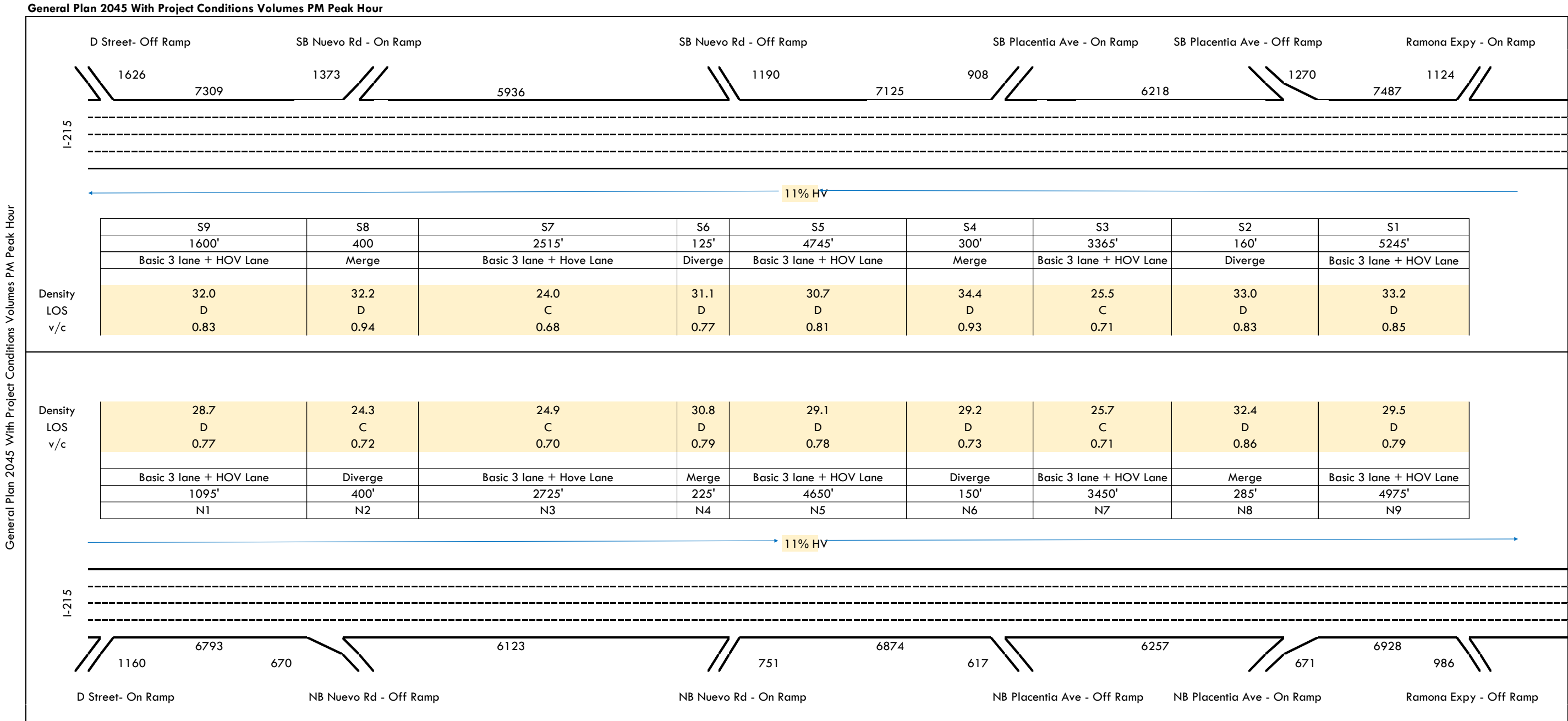


Figure 3.12 General Plan 2045 With Project PM Peak Hour Operations



4. SUMMARY

In summary, this technical memorandum analyzed freeway merge and diverge segments at ramp junctions with the Interstate-215 (I-215) mainline at the following interchange:

- I-215/Nuevo Road Interchange
- I-215/Placentia Avenue Interchange

Opening Year I 2026 Without Project Analysis Results

During both the AM and PM peak hours for the Opening Year I (2026) Without Project scenario, all study segments, including basic, diverge, and merge segments, are expected to operate within capacity in both the northbound and southbound directions of the I-215.

Opening Year II 2030 Without Project Analysis Results

During both the AM and PM peak hours for the Opening Year II (2030) Without Project scenario, all study segments, including basic, diverge, and merge segments, are expected to operate within capacity in both the northbound and southbound directions of the I-215.

General Plan 2045 Without Project Analysis Results

During both the AM and PM peak hours under the General Plan 2045 Without Project scenario, all basic, diverge, and merge study segments are expected to operate at a satisfactory LOS, with the exception of the following segments:

During AM Peak Hour:

- Segment N4: Northbound Nuevo Road On-Ramp – LOS E (v/c ratio = 1.06)
- Segment N8: Northbound Placentia Avenue On-Ramp – LOS E (v/c ratio = 0.96)
- Segment N9: I-215 Mainline between Northbound Placentia Avenue On-Ramp and Ramona Expressway Off-Ramp – LOS E (v/c ratio = 0.89)

Opening Year I 2026 With Project Analysis Results

During both the AM and PM peak hours for the Opening Year I (2026) With Project scenario, all study segments, including basic, diverge, and merge segments, are expected to operate within capacity in both the northbound and southbound directions of the I-215.

Opening Year II 2030 With Project Analysis Results

During both the AM and PM peak hours under the Opening Year II (2030) With Project scenario, all basic, diverge, and merge study segments are expected to operate at a satisfactory LOS, with the exception of the following segments:

During AM Peak Hour:

- Segment N1: I-215 Mainline between Northbound D Street On-Ramp and Northbound Nuevo Road Off-Ramp – LOS E (v/c ratio = 0.94)
- Segment N5: I-215 Mainline between Northbound Nuevo Road On-Ramp and Northbound Placentia Avenue Off-Ramp – LOS E (v/c ratio = 0.89)

During PM Peak Hour:

- Segment N8: Northbound Placentia Avenue On-Ramp – LOS E (v/c ratio = 1.02)
- Segment N9: I-215 Mainline between Northbound Placentia Avenue On-Ramp and Ramona Expressway Off-Ramp – LOS E (v/c ratio = 0.92)
- Segment S9: I-215 Mainline between Southbound Nuevo Road On-Ramp and D Street Off-Ramp – LOS E (v/c ratio = 0.89)

General Plan 2045 With Project Analysis Results

During both the AM and PM peak hours under the General Plan 2045 With Project scenario, all basic, diverge, and merge study segments are expected to operate at a satisfactory LOS, with the exception of the following segments:

During AM Peak Hour:

- Segment N1: I-215 Mainline between Northbound D Street On-Ramp and Northbound Nuevo Road Off-Ramp – LOS E (v/c ratio = 0.88)
- Segment N4: Northbound Nuevo Road On-Ramp – LOS F (v/c ratio = 1.11)
- Segment N5: I-215 Mainline between Northbound Nuevo Road On-Ramp and Northbound Placentia Avenue Off-Ramp – LOS E (v/c ratio = 0.92)
- Segment N6: Northbound Placentia Avenue Off-Ramp – LOS E (v/c ratio = 0.89)
- Segment N8: Northbound Placentia Avenue On-Ramp – LOS F (v/c ratio = 1.07)
- Segment N9: I-215 Mainline between Northbound Placentia Avenue On-Ramp and Ramona Expressway Off-Ramp – LOS E (v/c ratio = 0.92)

If you have any questions about this analysis, please contact us at (949) 794-1180 or techservices@epdsolutions.com

ATTACHMENT A –Traffic Volume

No Project

	Segment	Segment #	AM Truck %	PM Truck %
SB	Ramona Expy - On Ramp		11.0%	11.0%
	SB Mainline north of Placentia	S1	11.0%	11.0%
	SB Placentia Ave - Off Ramp	S2	10.6%	3.8%
	SB Mainline between Placentia ramps	S3	11.0%	11.0%
	SB Placentia Ave - On Ramp	S4	14.2%	6.3%
	SB Mainline between Nuevo and Placentia	S5	11.0%	11.0%
	SB Nuevo Rd - Off Ramp	S6	9.0%	5.3%
	SB Mainline between Nuevo ramps	S7	11.0%	11.0%
	SB Nuevo Rd - On Ramp	S8	8.0%	3.0%
	SB Mainline south of Nuevo	S9	11.0%	11.0%
	D Street- Off Ramp		2.0%	2.0%
NB	Ramona Expy - Off Ramp		11.0%	11.0%
	NB Mainline north of Placentia	N9	11.0%	11.0%
	NB Placentia Ave - Off Ramp	N6	6.7%	18.3%
	NB Mainline between Placentia ramps	N7	11.0%	11.0%
	NB Placentia Ave - On Ramp	N8	9.5%	8.5%
	NB Mainline between Nuevo and Placentia	N5	11.0%	11.0%
	NB Nuevo Rd - Off Ramp	N2	7.8%	6.2%
	NB Mainline between Nuevo ramps	N3	11.0%	11.0%
	NB Nuevo Rd - On Ramp	N4	4.7%	6.4%
	NB Mainline south of Nuevo	N1	11.0%	11.0%
	D Street- On Ramp		2.0%	2.0%

Plus Project

	Segment	Segment #	AM Truck %	PM Truck %
SB	Ramona Expy - On Ramp		11.0%	11.0%
	SB Mainline north of Placentia	S1	11.0%	11.0%
	SB Placentia Ave - Off Ramp	S2	27.6%	12.4%
	SB Mainline between Placentia ramps	S3	11.0%	11.0%
	SB Placentia Ave - On Ramp	S4	24.9%	21.2%
	SB Mainline between Nuevo and Placentia	S5	11.0%	11.0%
	SB Nuevo Rd - Off Ramp	S6	9.0%	5.3%
	SB Mainline between Nuevo ramps	S7	11.0%	11.0%
	SB Nuevo Rd - On Ramp	S8	8.0%	3.0%
	SB Mainline south of Nuevo	S9	11.0%	11.0%
	D Street- Off Ramp		2.0%	2.0%
NB	Ramona Expy - Off Ramp		11.0%	11.0%
	NB Mainline north of Placentia	N9	11.0%	11.0%
	NB Placentia Ave - Off Ramp	N6	14.0%	20.2%
	NB Mainline between Placentia ramps	N7	11.0%	11.0%
	NB Placentia Ave - On Ramp	N8	17.6%	23.4%
	NB Mainline between Nuevo and Placentia	N5	11.0%	11.0%
	NB Nuevo Rd - Off Ramp	N2	7.8%	6.2%
	NB Mainline between Nuevo ramps	N3	11.0%	11.0%
	NB Nuevo Rd - On Ramp	N4	4.7%	6.4%
	NB Mainline south of Nuevo	N1	11.0%	11.0%
	D Street- On Ramp		2.0%	2.0%

GP AM No Project

	Segment	Segment #	Total Volume	HOV Volume	Mainline Volume
SB	Ramona Expy - On Ramp		1489	0	1489
	SB Mainline north of Placentia	S1	5561	1668	3893
	SB Placentia Ave - Off Ramp	S2	314	0	314
	SB Mainline between Placentia ramps	S3	5247	1574	3673
	SB Placentia Ave - On Ramp	S4	441	0	441
	SB Mainline between Nuevo and Placentia	S5	5688	1706	3981
	SB Nuevo Rd - Off Ramp	S6	583	0	583
	SB Mainline between Nuevo ramps	S7	5105	1531	3573
	SB Nuevo Rd - On Ramp	S8	228	0	228
	SB Mainline south of Nuevo	S9	5333	1600	3733
	D Street- Off Ramp		1170	0	1170
NB	Ramona Expy - Off Ramp		1033	0	1033
	NB Mainline north of Placentia	N9	7840	2352	5488
	NB Placentia Ave - Off Ramp	N6	692	0	692
	NB Mainline between Placentia ramps	N7	6913	2074	4839
	NB Placentia Ave - On Ramp	N8	928	0	928
	NB Mainline between Nuevo and Placentia	N5	7605	2281	5323
	NB Nuevo Rd - Off Ramp	N2	1496	0	1496
	NB Mainline between Nuevo ramps	N3	5652	1696	3956
	NB Nuevo Rd - On Ramp	N4	1952	0	1952
	NB Mainline south of Nuevo	N1	7148	2144	5003
	D Street- On Ramp		1485	0	1485

GP PM No Project

	Segment	Segment #	Total Volume	HOV Volume	Mainline Volume
SB	Ramona Expy - On Ramp		1124	0	1124
	SB Mainline north of Placentia	S1	7139	2142	4997
	SB Placentia Ave - Off Ramp	S2	953	0	953
	SB Mainline between Placentia ramps	S3	6187	1856	4331
	SB Placentia Ave - On Ramp	S4	566	0	566
	SB Mainline between Nuevo and Placentia	S5	6752	2026	4727
	SB Nuevo Rd - Off Ramp	S6	1159	0	1159
	SB Mainline between Nuevo ramps	S7	5594	1678	3915
	SB Nuevo Rd - On Ramp	S8	1072	0	1072
	SB Mainline south of Nuevo	S9	6666	2000	4666
	D Street- Off Ramp		1626	0	1626
NB	Ramona Expy - Off Ramp		986	0	986
	NB Mainline north of Placentia	N9	6630	1989	4641
	NB Placentia Ave - Off Ramp	N6	467	0	467
	NB Mainline between Placentia ramps	N7	6225	1867	4357
	NB Placentia Ave - On Ramp	N8	405	0	405
	NB Mainline between Nuevo and Placentia	N5	6692	2008	4684
	NB Nuevo Rd - Off Ramp	N2	471	0	471
	NB Mainline between Nuevo ramps	N3	5973	1792	4181
	NB Nuevo Rd - On Ramp	N4	719	0	719
	NB Mainline south of Nuevo	N1	6444	1933	4511
	D Street- On Ramp		1160	0	1160

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, May 16, 23

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Perris
I-215 SB Ramps
Nuevo

PROJECT #:
LOCATION #:
CONTROL:

SC4029
39
SIGNAL

NOTES:	AM	▲ ◀ W S ▼	▲ N ◀ E ▶
	PM		
	MD		
	OTHER		
	OTHER		

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 SB Ramps			I-215 SB Ramps			Nuevo			Nuevo			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	1.5	0.5	1	X	2	0	1	2	X	

7:00 AM													
7:15 AM													
7:30 AM													
7:45 AM													
8:00 AM													
8:15 AM													
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
VOLUMES													
APPROACH %													
APP/DEPART													
TRUCK%		6.7%		9.5%									
VOLUMES													
APPROACH %													
PEAK HR FACTOR													
APP/DEPART													
03:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
VOLUMES													
APPROACH %													
APP/DEPART													
TRUCK%		18.3%		8.5%									
VOLUMES													
APPROACH %													
PEAK HR FACTOR													
APP/DEPART													

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 16, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Placentia	PROJECT #: LOCATION #: CONTROL:	SC4029 24 SIGNAL

NOTES:				AM PM MD OTHER	▲ ◀ W S ▼	N E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	I-215 NB Ramps			I-215 NB Ramps			Placentia			Placentia			
LANES:	NL 1.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 2	ET 2	ER X	WL X	WT 2	WR 1	
7:00 AM	24	10	109	0	0	0	12	65	0	0	61	60	341
7:15 AM	32	5	170	0	0	0	8	78	0	0	71	48	412
7:30 AM	28	7	154	0	0	0	10	85	0	0	81	46	411
7:45 AM	24	3	136	0	0	0	6	108	0	0	78	48	403
8:00 AM	15	0	91	0	0	0	13	86	0	0	48	49	302
8:15 AM	9	0	37	0	0	0	10	73	0	0	47	52	228
8:30 AM	4	1	38	0	0	0	5	72	0	0	58	52	230
8:45 AM	9	0	34	0	0	0	10	70	0	0	45	51	219
VOLUMES	145	26	769	0	0	0	74	637	0	0	489	406	2,546
APPROACH %	15%	3%	82%	0%	0%	0%	10%	90%	0%	0%	55%	45%	
APP/DEPART	940	/	506	0	/	0	711	/	1,406	895	/	634	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	108	25	569	0	0	0	36	336	0	0	291	202	1,567
APPROACH %	15%	4%	81%	0%	0%	0%	10%	90%	0%	0%	59%	41%	
PEAK HR FACTOR	0.848			0.000			0.816			0.970			0.951
APP/DEPART	702	/	263	0	/	0	372	/	905	493	/	399	0
04:00 PM	4	1	27	0	0	0	14	140	0	0	95	56	337
4:15 PM	10	0	36	0	0	0	6	126	0	0	92	54	324
4:30 PM	8	1	39	0	0	0	15	127	0	0	110	71	371
4:45 PM	7	0	31	0	0	0	7	120	0	0	97	56	318
5:00 PM	6	1	27	0	0	0	3	123	0	0	101	51	312
5:15 PM	0	2	43	0	0	0	6	137	0	0	94	58	340
5:30 PM	10	1	52	0	0	0	7	125	0	0	84	45	324
5:45 PM	5	2	28	0	0	0	3	112	0	0	67	53	270
VOLUMES	50	8	283	0	0	0	61	1,010	0	0	740	444	2,596
APPROACH %	15%	2%	83%	0%	0%	0%	6%	94%	0%	0%	63%	38%	
APP/DEPART	341	/	513	0	/	0	1,071	/	1,293	1,184	/	790	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	29	2	133	0	0	0	42	513	0	0	394	237	1,350
APPROACH %	18%	1%	81%	0%	0%	0%	8%	92%	0%	0%	62%	38%	
PEAK HR FACTOR	0.854			0.000			0.901			0.872			0.910
APP/DEPART	164	/	281	0	/	0	555	/	646	631	/	423	0

I-215 NB Ramps

NORTH SIDE

Placentia

WEST SIDE

EAST SIDE

Placentia

SOUTH SIDE

I-215 NB Ramps

ALL PED AND BIKE

	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
AM	7:00 AM	0	0	0	0
	7:15 AM	0	0	0	0
	7:30 AM	0	0	0	0
	7:45 AM	0	0	0	0
	8:00 AM	0	0	0	0
	8:15 AM	0	0	0	0
	8:30 AM	0	0	0	0
	8:45 AM	0	0	0	0
	TOTAL	0	0	0	0
PM	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
	TOTAL	0	0	0	0

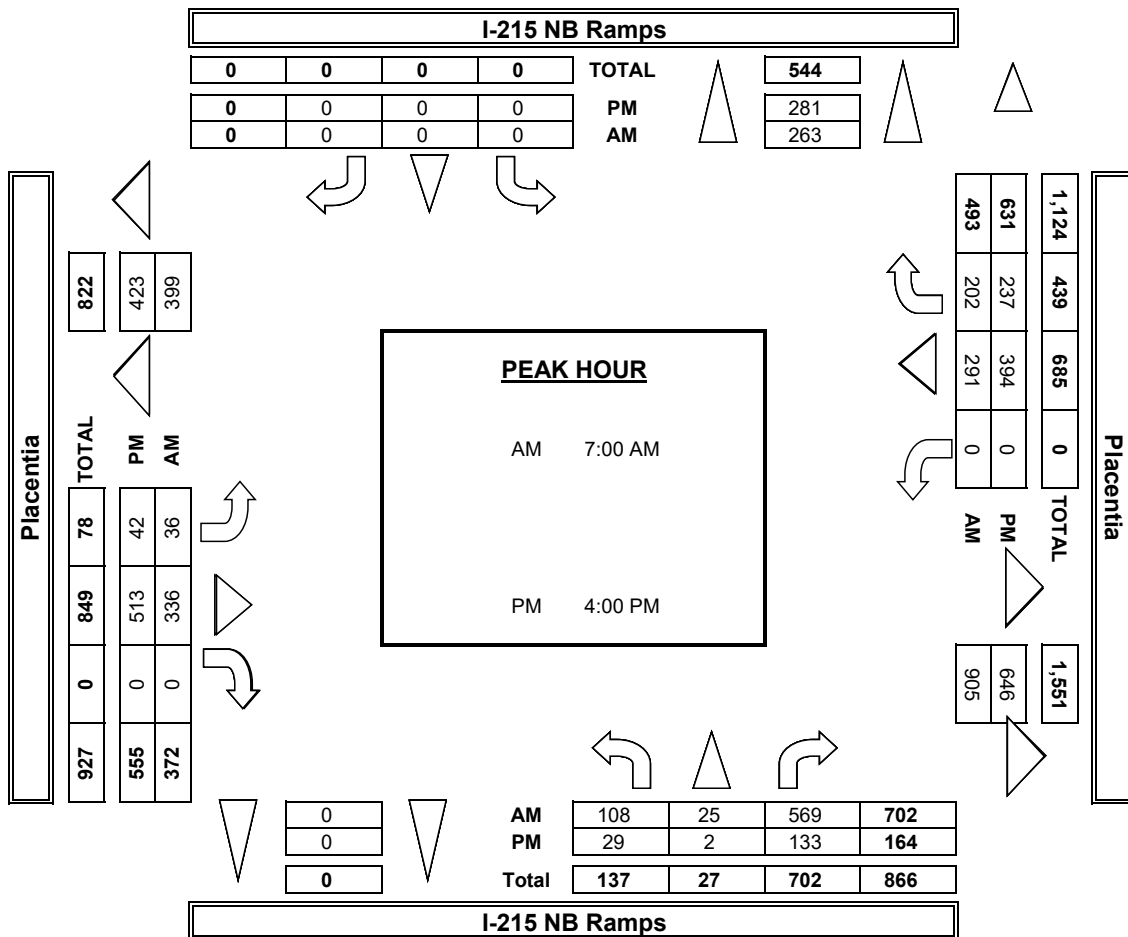
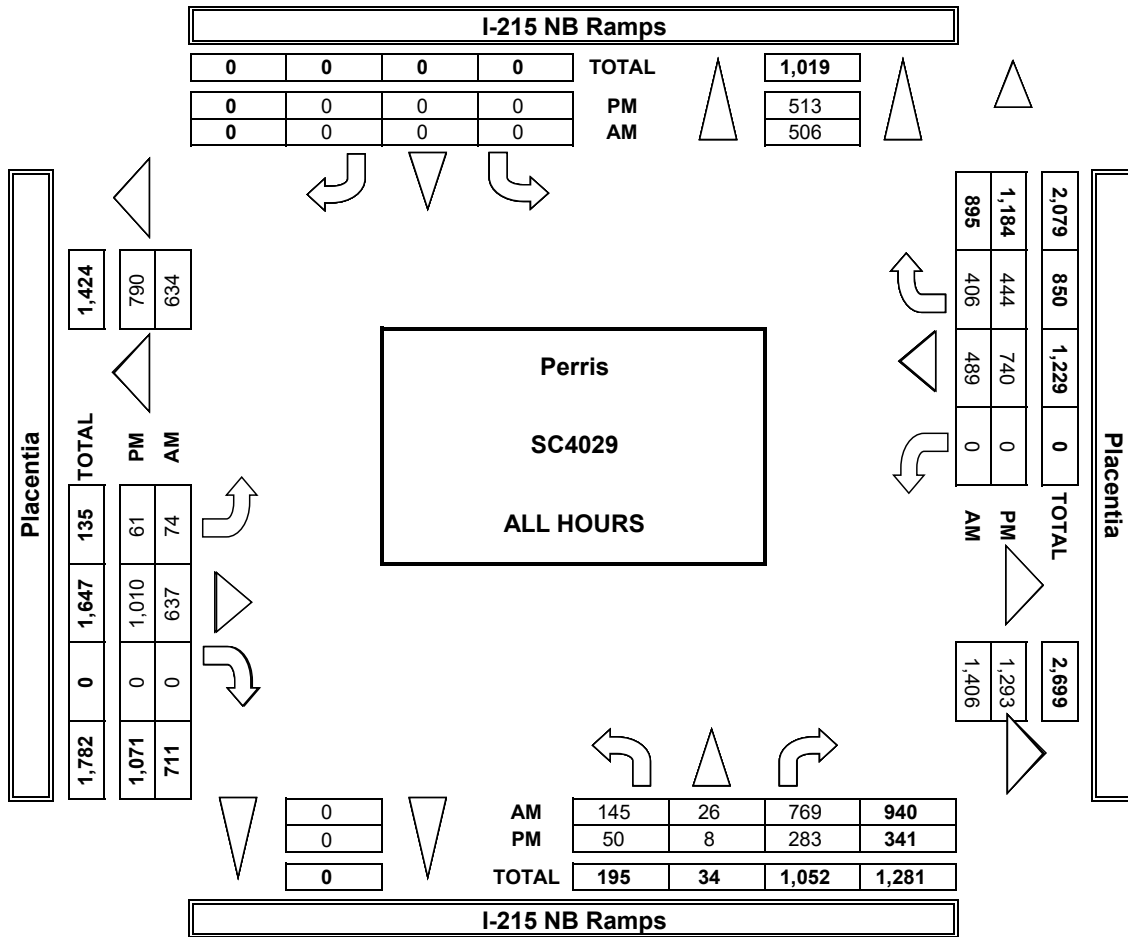
PEDESTRIAN CROSSINGS

	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
AM	7:00 AM	0	0	0	0
	7:15 AM	0	0	0	0
	7:30 AM	0	0	0	0
	7:45 AM	0	0	0	0
	8:00 AM	0	0	0	0
	8:15 AM	0	0	0	0
	8:30 AM	0	0	0	0
	8:45 AM	0	0	0	0
	TOTAL	0	0	0	0
PM	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
	TOTAL	0	0	0	0

BICYCLE CROSSINGS

	ES	WS	SS	NS	TOTAL
AM	7:00 AM	0	0	0	0
	7:15 AM	0	0	0	0
	7:30 AM	0	0	0	0
	7:45 AM	0	0	0	0
	8:00 AM	0	0	0	0
	8:15 AM	0	0	0	0
	8:30 AM	0	0	0	0
	8:45 AM	0	0	0	0
	TOTAL	0	0	0	0
PM	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
	TOTAL	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

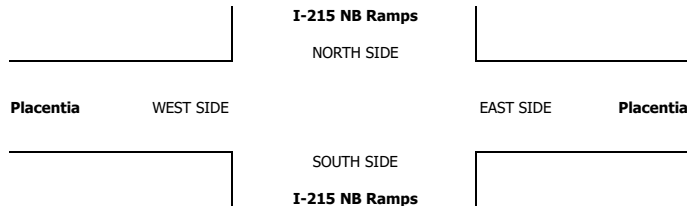
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Placentia	PROJECT #: SC4029 LOCATION #: 24 CONTROL: SIGNAL

PCE Adjusted	NOTES:								AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
	Class	1	2	3	4	5	6				
	Factor	1	1.5	2	3	2	2				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	I-215 NB Ramps			I-215 NB Ramps			Placentia			Placentia				NB	SB	EB	WB	TTL
LANES:	NL 1.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 2	ET 2	ER X	WL X	WT 2	WR 1	TOTAL					

AM	7:00 AM	27	12	125	0	0	0	12	75	0	0	66	65	381					0
	7:15 AM	35	5	186	0	0	0	9	83	0	0	73	57	446					0
	7:30 AM	30	7	163	0	0	0	11	93	0	0	88	51	442					0
	7:45 AM	27	4	140	0	0	0	11	111	0	0	81	51	424					0
	8:00 AM	18	0	97	0	0	0	14	91	0	0	55	51	326					0
	8:15 AM	12	0	45	0	0	0	15	75	0	0	54	58	258					0
	8:30 AM	4	1	45	0	0	0	8	80	0	0	66	52	255					0
	8:45 AM	10	0	37	0	0	0	15	75	0	0	54	54	243					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	162	29	835	0	0	0	94	682	0	0	535	438	2,773					0
	APPROACH %	16%	3%	81%	0%	0%	0%	12%	88%	0%	0%	55%	45%						0
	APP/DEPART	1,025	/	560	0	/	0	775	/	1,517	973	/	697	0					0
	BEGIN PEAK HR	7:00 AM																	
	VOLUMES	118	28	613	0	0	0	43	361	0	0	307	224	1,692					
	APPROACH %	16%	4%	81%	0%	0%	0%	11%	89%	0%	0%	58%	42%						
	PEAK HR FACTOR	0.842			0.000			0.830			0.954			0.948					
	APP/DEPART	758	/	294	0	/	0	404	/	974	531	/	425	0					
PM	04:00 PM	5	2	33	0	0	0	15	143	0	0	103	59	358					0
	4:15 PM	12	0	48	0	0	0	6	128	0	0	99	60	352					0
	4:30 PM	8	1	50	0	0	0	18	130	0	0	119	78	403					0
	4:45 PM	10	0	39	0	0	0	7	123	0	0	100	60	339					0
	5:00 PM	6	1	29	0	0	0	3	126	0	0	111	57	332					0
	5:15 PM	0	2	57	0	0	0	6	143	0	0	102	62	372					0
	5:30 PM	14	1	58	0	0	0	8	129	0	0	90	50	349					0
	5:45 PM	7	2	31	0	0	0	3	117	0	0	72	57	289					0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	61	9	344	0	0	0	65	1,036	0	0	795	482	2,791					0
	APPROACH %	15%	2%	83%	0%	0%	0%	6%	94%	0%	0%	62%	38%						0
	APP/DEPART	414	/	556	0	/	0	1,101	/	1,380	1,277	/	856	0					0
	BEGIN PEAK HR	4:00 PM																	
	VOLUMES	34	3	170	0	0	0	46	522	0	0	421	257	1,451					
	APPROACH %	17%	1%	82%	0%	0%	0%	8%	92%	0%	0%	62%	38%						
	PEAK HR FACTOR	0.866			0.000			0.901			0.859			0.901					
	APP/DEPART	206	/	305	0	/	0	568	/	692	677	/	455	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Placentia	PROJECT #: SC4029 LOCATION #: 24 CONTROL: SIGNAL

CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER: OTHER:	▲ N ◀ W S ▶ E ▼

	NORTHBOUND I-215 NB Ramps			SOUTHBOUND I-215 NB Ramps			EASTBOUND Placentia			WESTBOUND Placentia			
LANES:	NL 1.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 2	ET 2	ER X	WL X	WT 2	WR 1	TOTAL

AM	7:00 AM	22	8	98	0	0	0	12	56	0	0	55	56	307
	7:15 AM	30	5	159	0	0	0	7	70	0	0	67	43	381
	7:30 AM	27	7	146	0	0	0	8	75	0	0	75	42	380
	7:45 AM	21	2	130	0	0	0	3	103	0	0	76	45	380
	8:00 AM	12	0	83	0	0	0	11	82	0	0	43	48	279
	8:15 AM	7	0	31	0	0	0	6	69	0	0	40	48	201
	8:30 AM	4	1	31	0	0	0	3	63	0	0	50	52	204
	8:45 AM	8	0	32	0	0	0	5	64	0	0	35	48	192
	VOLUMES	131	23	710	0	0	0	55	582	0	0	441	382	2,324
	APPROACH %	15%	3%	82%	0%	0%	0%	9%	91%	0%	0%	54%	46%	
PM	APP/DEPART	864	/	460	0	/	0	637	/	1,292	823	/	572	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	100	22	533	0	0	0	30	304	0	0	273	186	1,448
	APPROACH %	15%	3%	81%	0%	0%	0%	9%	91%	0%	0%	59%	41%	
	PEAK HR FACTOR	0.844			0.000			0.788			0.948			0.950
	APP/DEPART	655	/	238	0	/	0	334	/	837	459	/	373	0
	04:00 PM	3	0	21	0	0	0	13	136	0	0	85	53	311
	4:15 PM	8	0	28	0	0	0	6	123	0	0	82	49	296
	4:30 PM	8	1	33	0	0	0	13	122	0	0	102	61	340
	4:45 PM	5	0	27	0	0	0	7	118	0	0	91	54	302
	5:00 PM	6	1	25	0	0	0	3	118	0	0	92	46	291
	5:15 PM	0	2	36	0	0	0	6	130	0	0	88	54	316
	5:30 PM	8	1	47	0	0	0	6	118	0	0	81	42	303
	5:45 PM	4	2	26	0	0	0	3	106	0	0	64	48	253
	VOLUMES	42	7	243	0	0	0	57	971	0	0	685	407	2,412
	APPROACH %	14%	2%	83%	0%	0%	0%	6%	94%	0%	0%	63%	37%	
	APP/DEPART	292	/	471	0	/	0	1,028	/	1,214	1,092	/	727	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	24	1	109	0	0	0	39	499	0	0	360	217	1,249
	APPROACH %	18%	1%	81%	0%	0%	0%	7%	93%	0%	0%	62%	38%	
	PEAK HR FACTOR	0.798			0.000			0.903			0.885			0.918
	APP/DEPART	134	/	257	0	/	0	538	/	608	577	/	384	0

U-TURNS				
NB	SB	EB	WB	TTL

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR

46	0	0	40
83	0	0	32
57	0	0	23
62	0	0	31
51	0	0	28
22	0	0	24
22	0	0	31
29	0	0	31
372	0	0	240

248	0	0	126

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

18	0	0	22
22	0	0	19
21	0	0	29
17	0	0	27
18	0	0	24
21	0	0	32
26	0	0	26
21	0	0	26
164	0	0	205

78	0	0	97

		I-215 NB Ramps		
		NORTH SIDE		
Placentia	WEST SIDE		EAST SIDE	Placentia
		SOUTH SIDE		
		I-215 NB Ramps		

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Placentia	PROJECT #: LOCATION #: CONTROL:	SC4029 24 SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM		▲	
		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 NB Ramps			I-215 NB Ramps			Placentia			Placentia			
LANES:	NL 1.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 2	ET 2	ER X	WL X	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR 0	SRR X	ERR X	WRR 0

AM	7:00 AM	1	1	4	0	0	0	0	4	0	0	5	2	17
	7:15 AM	1	0	3	0	0	0	1	6	0	0	4	1	16
	7:30 AM	0	0	5	0	0	0	2	7	0	0	2	2	18
	7:45 AM	2	0	5	0	0	0	0	5	0	0	1	2	15
	8:00 AM	2	0	7	0	0	0	2	2	0	0	2	0	15
	8:15 AM	0	0	3	0	0	0	2	4	0	0	3	1	13
	8:30 AM	0	0	5	0	0	0	1	6	0	0	4	0	16
	8:45 AM	1	0	0	0	0	0	3	5	0	0	5	2	16
	VOLUMES	7	1	32	0	0	0	11	39	0	0	26	10	126
	APPROACH %	18%	3%	80%	0%	0%	0%	22%	78%	0%	0%	72%	28%	
PM	APP/DEPART	40	/	22	0	/	0	50	/	71	36	/	33	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	4	1	17	0	0	0	3	22	0	0	12	7	66
	APPROACH %	18%	5%	77%	0%	0%	0%	12%	88%	0%	0%	63%	37%	
	PEAK HR FACTOR	0.786			0.000			0.694			0.679			0.917
	APP/DEPART	22	/	11	0	/	0	25	/	39	19	/	16	0
	04:00 PM	1	1	2	0	0	0	0	3	0	0	5	2	14
	4:15 PM	1	0	2	0	0	0	0	3	0	0	8	3	17
	4:30 PM	0	0	1	0	0	0	1	5	0	0	4	8	19
	4:45 PM	0	0	0	0	0	0	0	1	0	0	6	0	7
	5:00 PM	0	0	1	0	0	0	0	5	0	0	5	2	13
	5:15 PM	0	0	0	0	0	0	0	4	0	0	2	3	9
	5:30 PM	0	0	2	0	0	0	1	7	0	0	0	0	10
	5:45 PM	0	0	0	0	0	0	0	4	0	0	1	4	9
	VOLUMES	2	1	8	0	0	0	2	32	0	0	31	22	98
	APPROACH %	18%	9%	73%	0%	0%	0%	6%	94%	0%	0%	58%	42%	
	APP/DEPART	11	/	25	0	/	0	34	/	40	53	/	33	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	2	1	5	0	0	0	1	12	0	0	23	13	57
	APPROACH %	25%	13%	63%	0%	0%	0%	8%	92%	0%	0%	64%	36%	
	PEAK HR FACTOR	0.500			0.000			0.542			0.750			0.750
	APP/DEPART	8	/	15	0	/	0	13	/	17	36	/	25	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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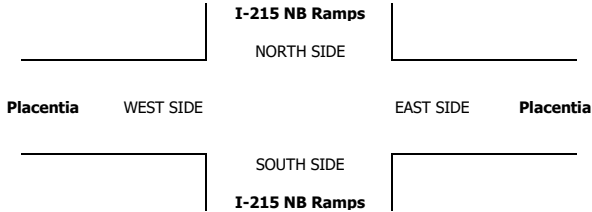
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0	0	0	1
19	0	0	6

8	0	0	4

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0	0	0	0	0
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0	0	0	0	0

1	0	0	0
2	0	0	0
1	0	0	1
0	0	0	0
1	0	0	2
0	0	0	0
1	0	0	0
0	0	0	3
6	0	0	6

4	0	0	1



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Placentia	PROJECT #: LOCATION #: CONTROL:	SC4029 24 SIGNAL									
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W E ▶ ▼ S									
	NORTHBOUND I-215 NB Ramps		SOUTHBOUND I-215 NB Ramps		EASTBOUND Placentia			WESTBOUND Placentia					
LANES:	NL 1.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 2	ET 2	ER X	WL X	WT 2	WR 1	TOTAL
7:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
7:15 AM	0	0	1	0	0	0	0	2	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:45 AM	0	1	1	0	0	0	1	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
VOLUMES	1	2	2	0	0	0	2	6	0	0	2	0	15
APPROACH %	20%	40%	40%	0%	0%	0%	25%	75%	0%	0%	100%	0%	
APP/DEPART	5	/	4	0	/	0	8	/	8	2	/	3	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	2	2	0	0	0	1	5	0	0	1	0	11
APPROACH %	0%	50%	50%	0%	0%	0%	17%	83%	0%	0%	100%	0%	
PEAK HR FACTOR	0.500			0.000			0.750			0.250			0.917
APP/DEPART	4	/	3	0	/	0	6	/	7	1	/	1	0
04:00 PM	0	0	3	0	0	0	1	0	0	0	1	0	5
4:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	1	0	0	0	0	0	0	0	1	1	3
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
VOLUMES	2	0	7	0	0	0	1	2	0	0	3	2	17
APPROACH %	22%	0%	78%	0%	0%	0%	33%	67%	0%	0%	60%	40%	
APP/DEPART	9	/	3	0	/	0	3	/	9	5	/	5	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	2	0	4	0	0	0	1	0	0	0	1	0	8
APPROACH %	33%	0%	67%	0%	0%	0%	100%	0%	0%	0%	100%	0%	
PEAK HR FACTOR	0.500			0.000			0.250			0.250			0.400
APP/DEPART	6	/	1	0	/	0	1	/	4	1	/	3	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

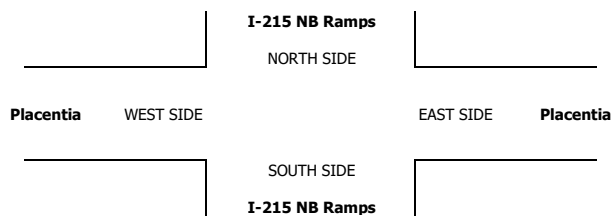
RTOR			
NRR	SRR	ERR	WRR
0	X	X	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

2	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
4	0	0	0

3	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:			Perris I-215 NB Ramps Placentia			PROJECT #: LOCATION #: CONTROL:			SC4029 24 SIGNAL			
CLASS 4:	NOTES:									AM PM MD OTHER: OTHER:		▲ N ◀ W S ▼	
4 OR MORE AXLE TRUCKS												E ▶	
	NORTHBOUND I-215 NB Ramps			SOUTHBOUND I-215 NB Ramps			EASTBOUND Placentia			WESTBOUND Placentia			
LANES:	NL 1.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 2	ET 2	ER X	WL X	WT 2	WR 1	TOTAL
7:00 AM	1	0	7	0	0	0	0	3	0	0	1	2	14
7:15 AM	1	0	6	0	0	0	0	0	0	0	0	4	11
7:30 AM	1	0	3	0	0	0	0	1	0	0	2	2	9
7:45 AM	1	0	0	0	0	0	2	0	0	0	1	1	5
8:00 AM	1	0	1	0	0	0	0	2	0	0	3	1	8
8:15 AM	1	0	3	0	0	0	2	0	0	0	1	2	9
8:30 AM	0	0	2	0	0	0	1	2	0	0	2	0	7
8:45 AM	0	0	1	0	0	0	1	1	0	0	1	1	5
VOLUMES	6	0	23	0	0	0	6	9	0	0	11	13	68
APPROACH %	21%	0%	79%	0%	0%	0%	40%	60%	0%	0%	46%	54%	
APP/DEPART	29	/	19	0	/	0	15	/	32	24	/	17	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	4	0	16	0	0	0	2	4	0	0	4	9	39
APPROACH %	20%	0%	80%	0%	0%	0%	33%	67%	0%	0%	31%	69%	
PEAK HR FACTOR	0.625			0.000			0.500			0.813			0.696
APP/DEPART	20	/	11	0	/	0	6	/	20	13	/	8	0
04:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	2
4:15 PM	0	0	5	0	0	0	0	0	0	0	1	2	8
4:30 PM	0	0	5	0	0	0	1	0	0	0	3	1	10
4:45 PM	1	0	4	0	0	0	0	1	0	0	0	2	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	2	5
5:15 PM	0	0	7	0	0	0	0	1	0	0	3	1	12
5:30 PM	2	0	2	0	0	0	0	0	0	0	3	2	9
5:45 PM	1	0	1	0	0	0	0	1	0	0	2	1	6
VOLUMES	4	0	25	0	0	0	1	3	0	0	15	12	60
APPROACH %	14%	0%	86%	0%	0%	0%	25%	75%	0%	0%	56%	44%	
APP/DEPART	29	/	13	0	/	0	4	/	28	27	/	19	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	1	0	15	0	0	0	1	1	0	0	4	6	28
APPROACH %	6%	0%	94%	0%	0%	0%	50%	50%	0%	0%	40%	60%	
PEAK HR FACTOR	0.800			0.000			0.500			0.625			0.700
APP/DEPART	16	/	7	0	/	0	2	/	16	10	/	5	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0

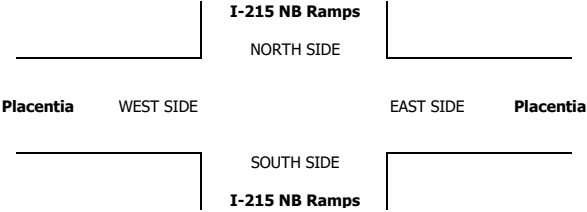
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NRR	SRR	ERR	WRR
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1	0	0	1
2	0	0	0
0	0	0	1
1	0	0	0
1	0	0	2
0	0	0	0
1	0	0	1
10	0	0	5

7	0	0	2

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0

1	0	0	0
4	0	0	1
3	0	0	1
2	0	0	1
0	0	0	0
3	0	0	0
2	0	0	2
0	0	0	1
15	0	0	6

10	0	0	3



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Placentia	PROJECT #: LOCATION #: CONTROL:	SC4029 24 SIGNAL

CLASS 5:	NOTES:	AM		▲	
RV		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 NB Ramps			I-215 NB Ramps			Placentia			Placentia			
LANES:	NL 1.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 2	ET 2	ER X	WL X	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR 0	SRR X	ERR X	WRR 0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0

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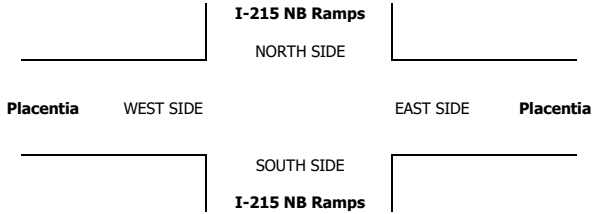
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
5/16/23
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Perris
I-215 NB Ramps
Placentia

PROJECT #:
LOCATION #:
CONTROL:

SC4029
24
SIGNAL

CLASS 6:

NOTES:

BUSES

AM
PM
MD
OTHER
OTHER

▲
N
S
▼

◀ W E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 NB Ramps			I-215 NB Ramps			Placentia			Placentia			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1.5	0.5	1	X	X	X	2	2	X	X	2	1	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	2	1	3
	8:30 AM	0	0	0	0	0	0	0	0	0	2	0	2
	8:45 AM	0	0	1	0	0	0	0	0	0	4	0	5
	VOLUMES	0	0	2	0	0	0	0	1	0	0	9	13
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	90%	10%
PM	APP/DEPART	2	/	1	0	/	0	1	/	3	10	/	9
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	1	0	0	0	0	1	0	0	1	3
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	100%	0%
	PEAK HR FACTOR	0.250			0.000			0.250			0.250		
	APP/DEPART	1	/	0	0	/	0	1	/	2	1	/	1
	04:00 PM	0	0	0	0	0	0	0	1	0	0	4	5
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	2	0	0	6	9
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	86%	14%
	APP/DEPART	0	/	1	0	/	0	2	/	2	7	/	6
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	1	0	0	6	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	86%	14%
	PEAK HR FACTOR	0.000			0.000			0.250			0.438		
	APP/DEPART	0	/	1	0	/	0	1	/	1	7	/	6

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

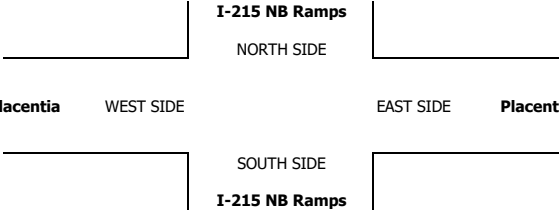
RTOR			
NRR	SRR	ERR	WRR
0	X	X	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	1

1	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0



PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4029
LOCATION #: 39
CONTROL: SIGNAL

7:00 AM																				
7:15 AM																				
7:30 AM																				
7:45 AM																				
8:00 AM																				
8:15 AM																				
8:30 AM																				
8:45 AM																				
9:00 AM																				
9:15 AM																				
9:30 AM																				
9:45 AM																				
VOLUMES																				
APPROACH %																				
APP/DEPART																				
TRUCK%	14.2%				10.6%															
VOLUMES																				
APPROACH %																				
PEAK HR FACTOR																				
APP/DEPART																				
03:00 PM																				
3:15 PM																				
3:30 PM																				
3:45 PM																				
4:00 PM																				
4:15 PM																				
4:30 PM																				
4:45 PM																				
5:00 PM																				
5:15 PM																				
5:30 PM																				
5:45 PM																				
VOLUMES																				
APPROACH %																				
APP/DEPART																				
TRUCK%	6.3%				3.8%															
VOLUMES																				
APPROACH %																				
PEAK HR FACTOR																				
APP/DEPART																				

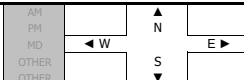
DATE:
Tue, May 16, 23

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Perris
I-215 SB Ramps
Placentia

PROJECT #: SC4029
LOCATION #: 25
CONTROL: SIGNAL

NOTES:



LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	I-215 SB Ramps			I-215 SB Ramps			Ramp 2			Ramp 2			
	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 1	WL 2	WT 2	WR X	
7:00 AM	0	0	0	33	1	9	0	45	5	27	57	0	177
7:15 AM	0	0	0	47	0	8	0	39	5	22	81	0	202
7:30 AM	0	0	0	44	1	5	0	51	5	39	70	0	215
7:45 AM	0	0	0	52	1	7	0	62	8	30	72	0	232
8:00 AM	0	0	0	41	0	8	0	58	5	33	30	0	175
8:15 AM	0	0	0	39	0	7	0	45	9	23	33	0	156
8:30 AM	0	0	0	46	1	10	0	31	9	24	37	0	158
8:45 AM	0	0	0	47	0	8	0	34	4	24	30	0	147
VOLUMES	0	0	0	349	4	62	0	365	50	222	410	0	1,462
APPROACH %	0%	0%	0%	84%	1%	15%	0%	88%	12%	35%	65%	0%	
APP/DEPART	0	/	0	415	/	276	415	/	714	632	/	472	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	0	0	176	3	29	0	197	23	118	280	0	826
APPROACH %	0%	0%	0%	85%	1%	14%	0%	90%	10%	30%	70%	0%	
PEAK HR FACTOR	0.000			0.867			0.786			0.913			0.890
APP/DEPART	0	/	0	208	/	144	220	/	373	398	/	309	0
04:00 PM	0	0	0	101	0	2	0	54	18	59	39	0	273
4:15 PM	0	0	0	68	1	11	0	64	16	65	37	0	262
4:30 PM	0	0	0	87	0	6	0	56	27	81	36	0	293
4:45 PM	0	0	0	82	0	11	0	46	19	72	31	0	261
5:00 PM	0	0	0	82	0	4	0	45	14	66	41	0	252
5:15 PM	0	0	0	82	1	4	0	61	11	59	34	0	252
5:30 PM	0	0	0	81	1	7	0	51	11	62	31	0	244
5:45 PM	0	0	0	79	1	2	0	37	8	44	27	0	198
VOLUMES	0	0	0	662	4	47	0	414	124	508	276	0	2,035
APPROACH %	0%	0%	0%	93%	1%	7%	0%	77%	23%	65%	35%	0%	
APP/DEPART	0	/	0	713	/	636	538	/	1,076	784	/	323	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	338	1	30	0	220	80	277	143	0	1,089
APPROACH %	0%	0%	0%	92%	0%	8%	0%	73%	27%	66%	34%	0%	
PEAK HR FACTOR	0.000			0.896			0.904			0.897			0.929
APP/DEPART	0	/	0	369	/	358	300	/	558	420	/	173	0

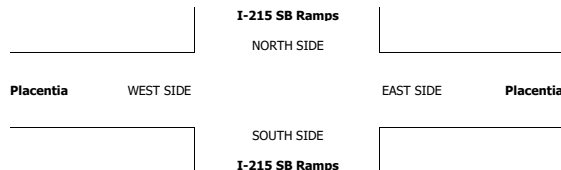
[illegible]

RTOR			
NRR X	SRR 0	ERR 0	WRR X
0	1	2	0
0	2	2	0
0	3	1	0
0	5	2	0
0	1	2	0
0	1	4	0
0	3	4	0
0	0	0	0
0	16	17	0

0	11	7	0

0	2	8	0
0	9	4	0
0	2	12	0
0	6	9	0
0	1	5	0
0	2	5	0
0	4	2	0
0	1	5	0
0	27	50	0

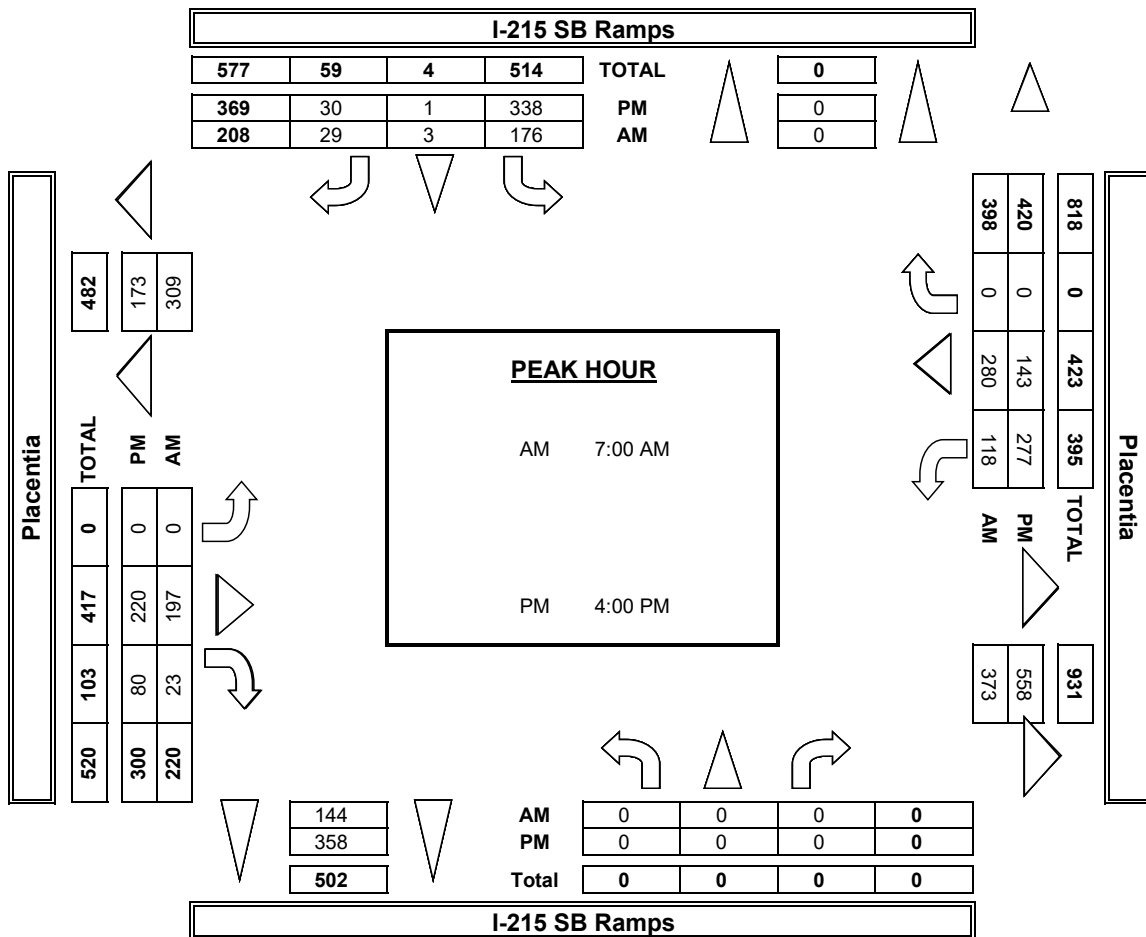
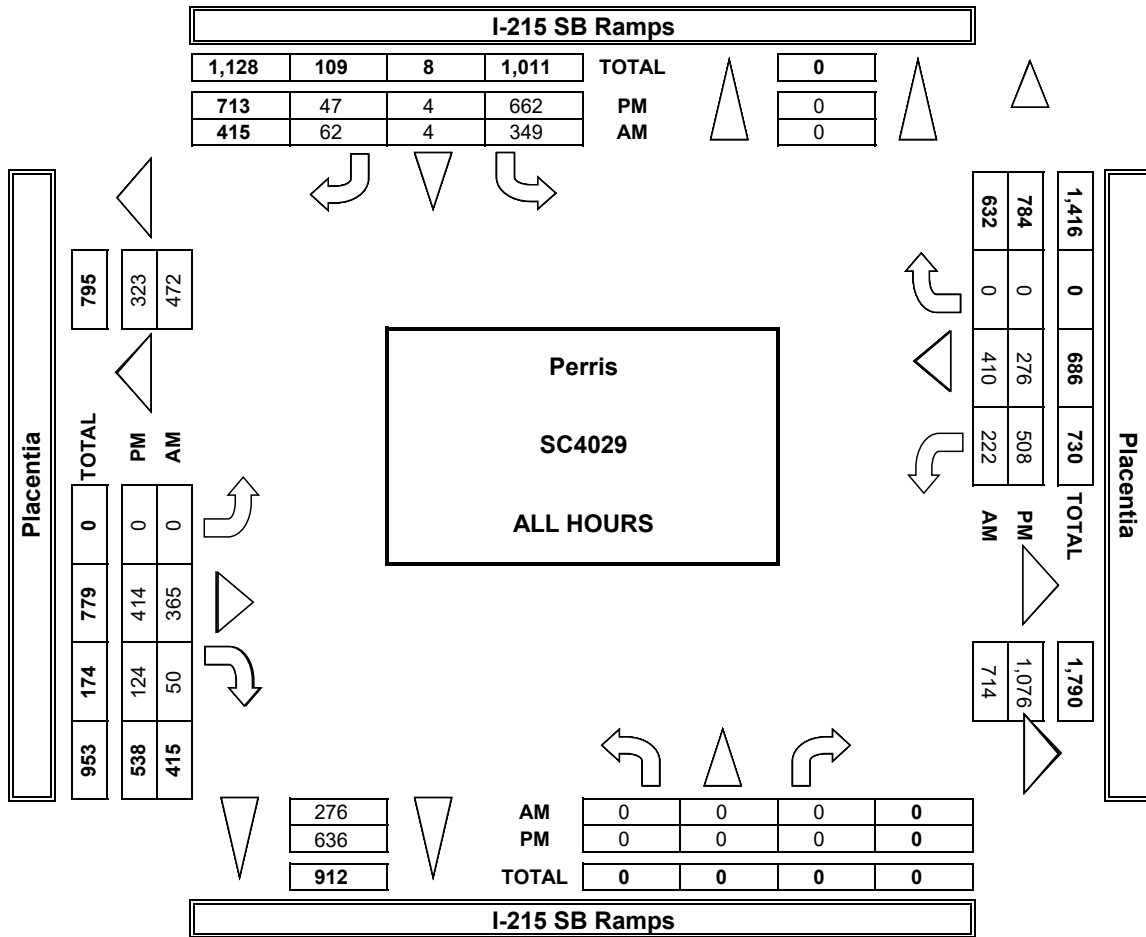
0	19	33	0



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

[illegible][illegible][illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

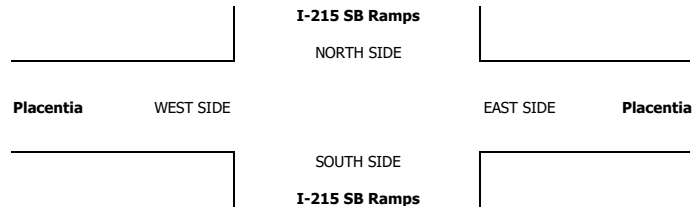
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 SB Ramps Placentia	PROJECT #: LOCATION #: CONTROL:	SC4029 25 SIGNAL

PCE Adjusted	NOTES:								AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
	Class	1	2	3	4	5	6				
	Factor	1	1.5	2	3	2	2				

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	I-215 SB Ramps			I-215 SB Ramps			Placentia			Placentia				NB	SB	EB	WB	TTL
	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 1	WL 2	WT 2	WR X						

AM	7:00 AM	0	0	0	37	1	12	0	53	7	30	61	0	201					0
	7:15 AM	0	0	0	50	0	9	0	42	7	24	84	0	215					0
	7:30 AM	0	0	0	47	2	5	0	57	7	44	74	0	235					0
	7:45 AM	0	0	0	54	1	12	0	66	8	32	76	0	248					0
	8:00 AM	0	0	0	44	0	10	0	63	5	40	33	0	195					0
	8:15 AM	0	0	0	41	0	13	0	49	14	27	39	0	181					0
	8:30 AM	0	0	0	50	1	16	0	38	9	30	40	0	182					0
	8:45 AM	0	0	0	50	0	17	0	40	7	28	36	0	177					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	372	5	93	0	407	63	253	442	0	1,633	0	0	0	0	0
	APPROACH %	0%	0%	0%	79%	1%	20%	0%	87%	13%	36%	64%	0%						
	APP/DEPART	0	/	0	469	/	321	470	/	778	695	/	534	0					
	BEGIN PEAK HR	7:00 AM																	
	VOLUMES	0	0	0	187	4	37	0	218	29	130	295	0	898					
	APPROACH %	0%	0%	0%	82%	2%	16%	0%	88%	12%	31%	69%	0%						
	PEAK HR FACTOR		0.000			0.862			0.833			0.898		0.907					
	APP/DEPART	0	/	0	228	/	162	247	/	405	424	/	332	0					
PM	04:00 PM	0	0	0	102	0	3	0	57	19	62	44	0	286					0
	4:15 PM	0	0	0	70	1	12	0	64	21	70	41	0	278					0
	4:30 PM	0	0	0	90	0	7	0	59	28	87	39	0	309					0
	4:45 PM	0	0	0	83	0	13	0	48	19	73	36	0	272					0
	5:00 PM	0	0	0	84	0	6	0	46	15	73	44	0	267					0
	5:15 PM	0	0	0	86	1	5	0	64	11	63	39	0	267					0
	5:30 PM	0	0	0	83	2	9	0	54	11	68	35	0	261					0
	5:45 PM	0	0	0	80	1	2	0	41	8	48	30	0	210					0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	675	5	55	0	432	131	544	306	0	2,147	0	0	0	0	0
	APPROACH %	0%	0%	0%	92%	1%	7%	0%	77%	23%	64%	36%	0%						
	APP/DEPART	0	/	0	735	/	680	563	/	1,106	850	/	361	0					
	BEGIN PEAK HR	4:00 PM																	
	VOLUMES	0	0	0	343	1	34	0	228	87	292	160	0	1,144					
	APPROACH %	0%	0%	0%	91%	0%	9%	0%	72%	28%	65%	35%	0%						
	PEAK HR FACTOR		0.000			0.909			0.913			0.896		0.927					
	APP/DEPART	0	/	0	378	/	380	314	/	571	452	/	194	0					



INTERSECTION TURNING MOVEMENT COUNTS

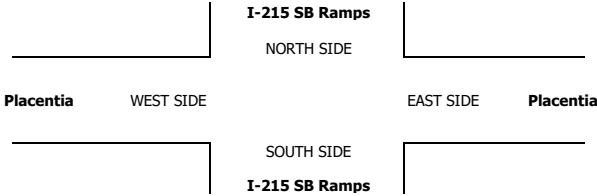
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 SB Ramps Placentia	PROJECT #: LOCATION #: CONTROL:	SC4029 25 SIGNAL

CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	▶ E

	NORTHBOUND I-215 SB Ramps			SOUTHBOUND I-215 SB Ramps			EASTBOUND Placentia			WESTBOUND Placentia			
LANES:	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 1	WL 2	WT 2	WR X	TOTAL

AM	7:00 AM	0	0	0	29	1	6	0	39	4	24	52	0	155
	7:15 AM	0	0	0	43	0	7	0	34	4	19	78	0	185
	7:30 AM	0	0	0	41	0	5	0	42	4	35	67	0	194
	7:45 AM	0	0	0	49	1	4	0	58	8	29	68	0	217
	8:00 AM	0	0	0	38	0	7	0	54	5	28	27	0	159
	8:15 AM	0	0	0	36	0	4	0	41	4	19	28	0	132
	8:30 AM	0	0	0	41	1	6	0	25	9	20	33	0	135
	8:45 AM	0	0	0	44	0	3	0	26	2	20	23	0	118
	VOLUMES	0	0	0	321	3	42	0	319	40	194	376	0	1,295
	APPROACH %	0%	0%	0%	88%	1%	11%	0%	89%	11%	34%	66%	0%	
	APP/DEPART	0	/	0	366	/	237	359	/	640	570	/	418	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	0	0	0	162	2	22	0	173	20	107	265	0	751
PM	4:00 PM	0	0	0	100	0	1	0	50	16	55	32	0	254
	4:15 PM	0	0	0	65	1	10	0	64	12	58	32	0	242
	4:30 PM	0	0	0	82	0	5	0	54	26	75	34	0	276
	4:45 PM	0	0	0	81	0	10	0	45	19	70	25	0	250
	5:00 PM	0	0	0	79	0	3	0	43	13	61	37	0	236
	5:15 PM	0	0	0	78	1	3	0	58	11	56	31	0	238
	5:30 PM	0	0	0	78	0	4	0	46	11	59	29	0	227
	5:45 PM	0	0	0	77	1	2	0	33	8	42	25	0	188
	VOLUMES	0	0	0	640	3	38	0	393	116	476	245	0	1,911
	APPROACH %	0%	0%	0%	94%	0%	6%	0%	77%	23%	66%	34%	0%	
	APP/DEPART	0	/	0	681	/	595	509	/	1,033	721	/	283	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	328	1	26	0	213	73	258	123	0	1,022
	4:15 PM	0	0	0	65	1	10	0	64	12	58	32	0	242
	4:30 PM	0	0	0	82	0	5	0	54	26	75	34	0	276
	4:45 PM	0	0	0	81	0	10	0	45	19	70	25	0	250
	5:00 PM	0	0	0	79	0	3	0	43	13	61	37	0	236
	5:15 PM	0	0	0	78	1	3	0	58	11	56	31	0	238
	5:30 PM	0	0	0	78	0	4	0	46	11	59	29	0	227
	5:45 PM	0	0	0	77	1	2	0	33	8	42	25	0	188
	VOLUMES	0	0	0	640	3	38	0	393	116	476	245	0	1,911
	APPROACH %	0%	0%	0%	94%	0%	6%	0%	77%	23%	66%	34%	0%	
	APP/DEPART	0	/	0	681	/	595	509	/	1,033	721	/	283	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	328	1	26	0	213	73	258	123	0	1,022
	APPROACH %	0%	0%	0%	92%	0%	7%	0%	74%	26%	68%	32%	0%	
	PEAK HR FACTOR	0.000			0.879			0.894			0.874			0.926
	APP/DEPART	0	/	0	355	/	332	286	/	541	381	/	149	0



U-TURNS				
NB	SB	EB	WB	TTL

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR X	SRR 0	ERR 0	WRR X

0	1	2	0
0	1	2	0
0	3	1	0
0	2	2	0
0	1	2	0
0	0	1	0
0	2	4	0
0	0	0	0
0	10	14	0

0	7	7	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	1	6	0
0	8	4	0
0	2	12	0
0	6	9	0
0	1	4	0
0	1	5	0
0	2	2	0
0	1	5	0
0	22	47	0

0	17	31	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:			Perris I-215 SB Ramps Placentia			PROJECT #: LOCATION #: CONTROL:			SC4029 25 SIGNAL				
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:									AM PM MD OTHER OTHER	▲ N ◀ W S ▼ E ▶			
		NORTHBOUND I-215 SB Ramps			SOUTHBOUND I-215 SB Ramps			EASTBOUND Placentia			WESTBOUND Placentia			TOTAL
LANES:		NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 1	WL 2	WT 2	WR X	
7:00 AM	0	0	0	2	0	2	0	2	0	2	4	0	12	
7:15 AM	0	0	0	3	0	1	0	4	0	3	2	0	13	
7:30 AM	0	0	0	2	1	0	0	7	0	2	0	0	12	
7:45 AM	0	0	0	3	0	1	0	2	0	0	3	0	9	
8:00 AM	0	0	0	2	0	0	0	2	0	2	2	0	8	
8:15 AM	0	0	0	3	0	0	0	3	3	3	0	0	12	
8:30 AM	0	0	0	4	0	1	0	3	0	1	3	0	12	
8:45 AM	0	0	0	2	0	0	0	6	1	3	3	0	15	
VOLUMES	0	0	0	21	1	5	0	29	4	16	17	0	93	
APPROACH %	0%	0%	0%	78%	4%	19%	0%	88%	12%	48%	52%	0%		
APP/DEPART	0	/	0	27	/	21	33	/	50	33	/	22	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	0	0	0	10	1	4	0	15	0	7	9	0	46	
APPROACH %	0%	0%	0%	67%	7%	27%	0%	100%	0%	44%	56%	0%		
PEAK HR FACTOR	0.000			0.938			0.536			0.667			0.885	
APP/DEPART	0	/	0	15	/	8	15	/	25	16	/	13	0	
04:00 PM	0	0	0	1	0	1	0	2	2	2	4	0	12	
4:15 PM	0	0	0	3	0	1	0	0	2	6	3	0	15	
4:30 PM	0	0	0	5	0	0	0	1	1	4	0	0	11	
4:45 PM	0	0	0	1	0	0	0	0	0	2	4	0	7	
5:00 PM	0	0	0	3	0	0	0	2	1	2	3	0	11	
5:15 PM	0	0	0	3	0	1	0	1	0	1	1	0	7	
5:30 PM	0	0	0	3	0	3	0	5	0	0	0	0	11	
5:45 PM	0	0	0	2	0	0	0	2	0	0	1	0	5	
VOLUMES	0	0	0	21	0	6	0	13	6	17	16	0	79	
APPROACH %	0%	0%	0%	78%	0%	22%	0%	68%	32%	52%	48%	0%		
APP/DEPART	0	/	0	27	/	23	19	/	34	33	/	22	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	10	0	2	0	3	5	14	11	0	45	
APPROACH %	0%	0%	0%	83%	0%	17%	0%	38%	63%	56%	44%	0%		
PEAK HR FACTOR	0.000			0.600			0.500			0.694			0.750	
APP/DEPART	0	/	0	12	/	19	8	/	13	25	/	13	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

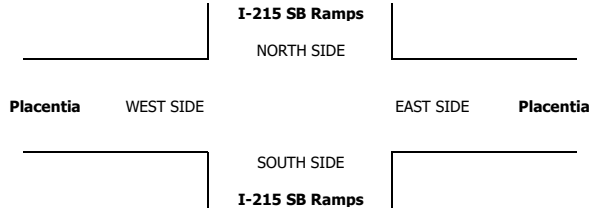
RTOR			
NRR	SRR	ERR	WRR
X	0	0	X
0	0	0	0
0	1	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	2	0
0	0	0	0
0	0	0	0
0	2	2	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	1	2	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	1	0	0
0	2	0	0
0	0	0	0
0	5	3	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 SB Ramps Placentia	PROJECT #: LOCATION #: CONTROL:	SC4029 25 SIGNAL
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER	▲ ▼ ◀ ▶ N S W E

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 SB Ramps			I-215 SB Ramps			Placentia			Placentia			
LANES:	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 1	WL 2	WT 2	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR X	SRR 0	ERR 0	WRR X

AM	7:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
	7:15 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	1	0	2	0	3
	8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	2
	8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	2
	VOLUMES	0	0	0	2	0	2	0	6	1	0	3	0	14
	APPROACH %	0%	0%	0%	50%	0%	50%	0%	86%	14%	0%	100%	0%	
PM	APP/DEPART	0	/	0	4	/	1	7	/	8	3	/	5	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	0	0	0	2	0	0	0	4	0	0	1	0	7
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.500			1.000			0.250			0.875
	APP/DEPART	0	/	0	2	/	0	4	/	6	1	/	1	0
	04:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	0	0	1	0	3	0	1	4	0	9
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	20%	80%	0%	
	APP/DEPART	0	/	0	1	/	1	3	/	3	5	/	5	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	0	0	1	0	1	0	0	3	0	5
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.250			0.250			0.750			0.625	
APP/DEPART	0	/	0	1	/	0	1	/	1	3	/	4	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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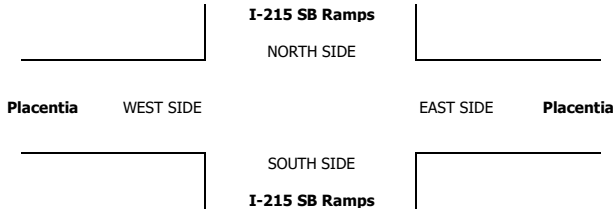
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0	0	0	0
0	0	0	0

0	0	0	0

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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 SB Ramps Placentia	PROJECT #: LOCATION #: CONTROL:	SC4029 25 SIGNAL									
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:			AM PM MD OTHER	▲ N ◀ W S ▼	◀ E ▶							
NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND							
I-215 SB Ramps		I-215 SB Ramps		Placentia		Placentia							
LANES:	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 1	WL 2	WT 2	WR X	TOTAL
7:00 AM	0	0	0	1	0	1	0	3	1	1	1	0	8
7:15 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
7:30 AM	0	0	0	1	0	0	0	0	1	2	1	0	5
7:45 AM	0	0	0	0	0	2	0	1	0	1	1	0	5
8:00 AM	0	0	0	1	0	1	0	2	0	3	1	0	8
8:15 AM	0	0	0	0	0	3	0	1	1	1	1	0	7
8:30 AM	0	0	0	1	0	2	0	2	0	2	0	0	7
8:45 AM	0	0	0	1	0	4	0	1	1	1	0	0	8
VOLUMES	0	0	0	5	0	13	0	10	5	11	6	0	50
APPROACH %	0%	0%	0%	28%	0%	72%	0%	67%	33%	65%	35%	0%	
APP/DEPART	0	/	0	18	/	16	15	/	15	17	/	19	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	0	0	2	0	3	0	4	3	4	4	0	20
APPROACH %	0%	0%	0%	40%	0%	60%	0%	57%	43%	50%	50%	0%	
PEAK HR FACTOR	0.000			0.625			0.438			0.667			0.625
APP/DEPART	0	/	0	5	/	7	7	/	6	8	/	7	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	2	1	0	0	3
4:30 PM	0	0	0	0	0	0	0	1	0	2	1	0	4
4:45 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
5:00 PM	0	0	0	0	0	1	0	0	0	3	0	0	4
5:15 PM	0	0	0	1	0	0	0	0	0	1	2	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	3	2	0	5
5:45 PM	0	0	0	0	0	0	0	1	0	2	1	0	4
VOLUMES	0	0	0	1	0	2	0	3	2	12	7	0	27
APPROACH %	0%	0%	0%	33%	0%	67%	0%	60%	40%	63%	37%	0%	
APP/DEPART	0	/	0	3	/	14	5	/	4	19	/	9	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	1	0	2	2	3	2	0	10
APPROACH %	0%	0%	0%	0%	0%	100%	0%	50%	50%	60%	40%	0%	
PEAK HR FACTOR	0.000			0.250			0.500			0.417			0.625
APP/DEPART	0	/	0	1	/	5	4	/	2	5	/	3	0

U-TURNS				
NB	SB	EB	WB	TTL

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR

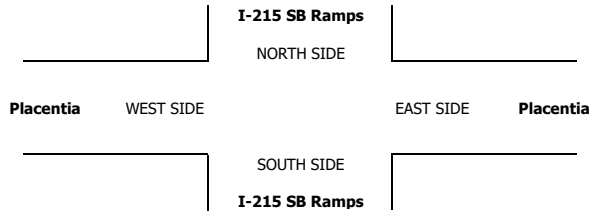
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0	1	0	0
0	0	0	0
0	0	0	0
0	4	1	0

0	2	0	0

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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 SB Ramps Placentia	PROJECT #: LOCATION #: CONTROL:	SC4029 25 SIGNAL
CLASS 5: RV	NOTES:		AM PM MD OTHER	▲ ◀ W ▼ N E ▶ S

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 SB Ramps			I-215 SB Ramps			Placentia			Placentia			
LANES:	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 1	WL 2	WT 2	WR X	TOTAL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

U-TURNS				
NB	SB	EB	WB	TTL

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR X	SRR 0	ERR 0	WRR X

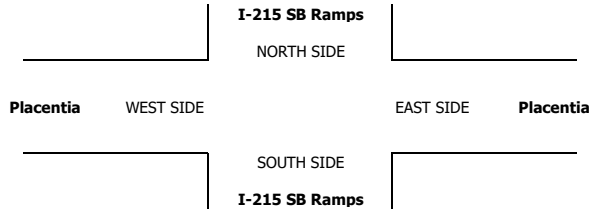
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 SB Ramps Placentia	PROJECT #: LOCATION #: CONTROL:	SC4029 25 SIGNAL
CLASS 6:	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▼ E ▶
BUSES				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 SB Ramps			I-215 SB Ramps			Placentia			Placentia			
LANES:	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 1	WL 2	WT 2	WR X	TOTAL

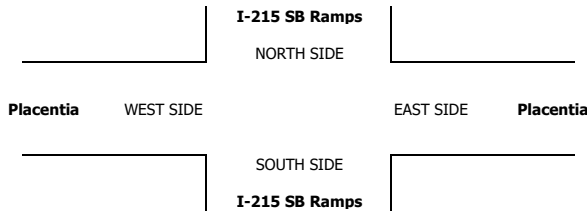
U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR X	SRR 0	ERR 0	WRR X

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	2	0	2
	8:30 AM	0	0	0	0	0	0	0	0	1	1	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	4	0	4
	VOLUMES	0	0	0	0	0	0	1	0	1	8	0	10
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	11%	89%	0%	
PM	APP/DEPART	0	/	0	0	/	1	1	/	1	9	/	8
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	1	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.250			0.250		
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1
	04:00 PM	0	0	0	0	0	0	1	0	2	2	0	5
	4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	2	0	2	4	9
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	33%	67%	0%
	APP/DEPART	0	/	0	1	/	3	2	/	2	6	/	4
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	1	0	2	4	0	7
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	33%	67%	0%	
	PEAK HR FACTOR	0.000			0.000			0.250			0.375		
	APP/DEPART	0	/	0	0	/	2	1	/	1	6	/	4

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0



0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Nuevo	PROJECT #: LOCATION #: CONTROL:	SC4029 38 SIGNAL

CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER: OTHER:	▲ N ◀ W S ▶ E

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 NB Ramps			I-215 NB Ramps			Nuevo			Nuevo			
LANES:	NL 0.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL

AM	7:00 AM	74	0	111	0	0	0	7	61	0	0	97	59	409
	7:15 AM	59	0	98	0	0	0	6	87	0	0	136	43	429
	7:30 AM	53	0	75	0	0	0	14	131	0	0	170	71	514
	7:45 AM	54	0	95	0	0	0	9	147	0	0	176	90	571
	8:00 AM	39	0	119	0	0	0	12	209	0	0	157	84	620
	8:15 AM	19	0	109	0	0	0	12	140	0	0	156	87	523
	8:30 AM	5	0	84	0	0	0	14	106	0	0	120	99	428
	8:45 AM	17	0	80	0	0	0	11	96	0	0	128	85	417
	VOLUMES	320	0	771	0	0	0	85	977	0	0	1,140	618	3,911
	APPROACH %	29%	0%	71%	0%	0%	0%	8%	92%	0%	0%	65%	35%	
	APP/DEPART	1,091	/	703	0	/	0	1,062	/	1,748	1,758	/	1,460	0
PM	BEGIN PEAK HR	7:30 AM												
	VOLUMES	165	0	398	0	0	0	47	627	0	0	659	332	2,228
	APPROACH %	29%	0%	71%	0%	0%	0%	7%	93%	0%	0%	66%	34%	
	PEAK HR FACTOR	0.891			0.000			0.762			0.931			0.898
	APP/DEPART	563	/	379	0	/	0	674	/	1,025	991	/	824	0
	4:00 PM	25	0	96	0	0	0	8	148	0	0	176	88	541
	4:15 PM	9	1	91	0	0	0	9	147	0	1	178	94	530
	4:30 PM	15	0	86	0	0	0	14	152	0	0	165	81	513
	4:45 PM	8	0	91	0	0	0	20	177	0	0	162	82	540
	5:00 PM	16	0	108	0	0	0	6	148	0	0	193	89	560
	5:15 PM	17	0	81	0	0	0	7	163	0	0	164	70	502
	5:30 PM	8	0	88	0	0	0	18	161	0	0	144	73	492
	5:45 PM	8	0	85	0	0	0	15	153	0	0	170	79	510
	VOLUMES	106	1	726	0	0	0	97	1,249	0	1	1,352	656	4,188
	APPROACH %	13%	0%	87%	0%	0%	0%	7%	93%	0%	0%	67%	33%	
	APP/DEPART	833	/	752	0	/	0	1,346	/	1,976	2,009	/	1,460	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	48	1	376	0	0	0	49	624	0	0	698	346	2,143
	APPROACH %	11%	0%	88%	0%	0%	0%	7%	93%	0%	0%	67%	33%	
	PEAK HR FACTOR	0.857			0.000			0.854			0.926			0.957
	APP/DEPART	425	/	396	0	/	0	673	/	1,001	1,045	/	746	0

U-TURNS					
NB	SB	EB	WB	TTL	

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR

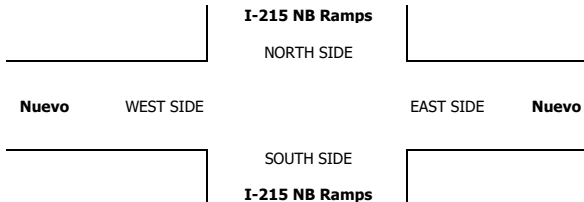
0	X	X	0
15	0	0	17
27	0	0	10
25	0	0	3
23	0	0	9
30	0	0	11
27	0	0	5
44	0	0	3
22	0	0	6
213	0	0	64

105	0	0	28

0	0	0	0	0	0
0	0	0	1	1	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	1	0	1	
0	0	1	0	1	
0	0	2	1	3	

27	0	0	16
39	0	0	3
41	0	0	15
40	0	0	8
44	0	0	9
37	0	0	1
47	0	0	5
28	0	0	11
303	0	0	68

164	0	0	35



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 16, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Nuevo	PROJECT #: LOCATION #: CONTROL:	SC4029 38 SIGNAL

NOTES:				AM PM HD OTHER OTHER	▲ ◀ W S ▼	N E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0.5	0.5	1	X	X	X	1	2	X	X	2	1	
7:00 AM	84	0	114	0	0	0	9	69	0	0	101	67	444
7:15 AM	62	0	104	0	0	0	7	93	0	0	144	46	456
7:30 AM	57	0	80	0	0	0	19	136	0	0	180	75	547
7:45 AM	54	0	97	0	0	0	11	153	0	0	185	94	594
8:00 AM	42	0	124	0	0	0	14	218	0	0	166	89	653
8:15 AM	24	0	113	0	0	0	14	150	0	0	159	95	555
8:30 AM	7	0	88	0	0	0	16	112	0	0	129	106	458
8:45 AM	24	0	81	0	0	0	11	103	0	0	136	91	446
VOLUMES	354	0	801	0	0	0	101	1,034	0	0	1,200	663	4,153
APPROACH %	31%	0%	69%	0%	0%	0%	9%	91%	0%	0%	64%	36%	
APP/DEPART	1,155	/	763	0	/	0	1,135	/	1,835	1,863	/	1,555	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	177	0	414	0	0	0	58	657	0	0	690	353	2,349
APPROACH %	30%	0%	70%	0%	0%	0%	8%	92%	0%	0%	66%	34%	
PEAK HR FACTOR	0.890			0.000			0.770			0.935			0.899
APP/DEPART	591	/	411	0	/	0	715	/	1,071	1,043	/	867	0
4:00 PM	27	1	103	0	0	0	9	152	0	0	185	91	568
4:15 PM	10	1	99	0	0	0	10	156	0	1	180	103	560
4:30 PM	20	1	92	0	0	0	14	162	0	0	172	85	546
4:45 PM	10	0	93	0	0	0	21	184	0	0	171	88	567
5:00 PM	16	0	112	0	0	0	7	158	0	0	205	92	590
5:15 PM	17	0	83	0	0	0	8	174	0	0	174	71	527
5:30 PM	9	0	92	0	0	0	20	167	0	0	152	79	519
5:45 PM	10	1	91	0	0	0	15	160	0	0	173	80	530
VOLUMES	119	4	765	0	0	0	104	1,313	0	1	1,412	689	4,407
APPROACH %	13%	0%	86%	0%	0%	0%	7%	93%	0%	0%	67%	33%	
APP/DEPART	888	/	795	0	/	0	1,417	/	2,079	2,102	/	1,533	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	56	2	396	0	0	0	52	660	0	1	728	368	2,263
APPROACH %	12%	0%	87%	0%	0%	0%	7%	93%	0%	0%	66%	34%	
PEAK HR FACTOR	0.887			0.000			0.868			0.923			0.959
APP/DEPART	454	/	422	0	/	0	712	/	1,057	1,097	/	784	0

I-215 NB Ramps

NORTH SIDE

Nuevo

WEST SIDE

EAST SIDE

Nuevo

SOUTH SIDE

I-215 NB Ramps

ALL PED AND BIKE

E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	3	3
0	0	0	1	1
0	0	4	0	4
0	0	1	1	2
0	0	0	0	0
0	0	1	1	2
0	0	6	6	12
0	0	0	0	0
0	0	2	0	2
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
0	0	1	0	1
0	0	0	0	0
0	0	5	1	6

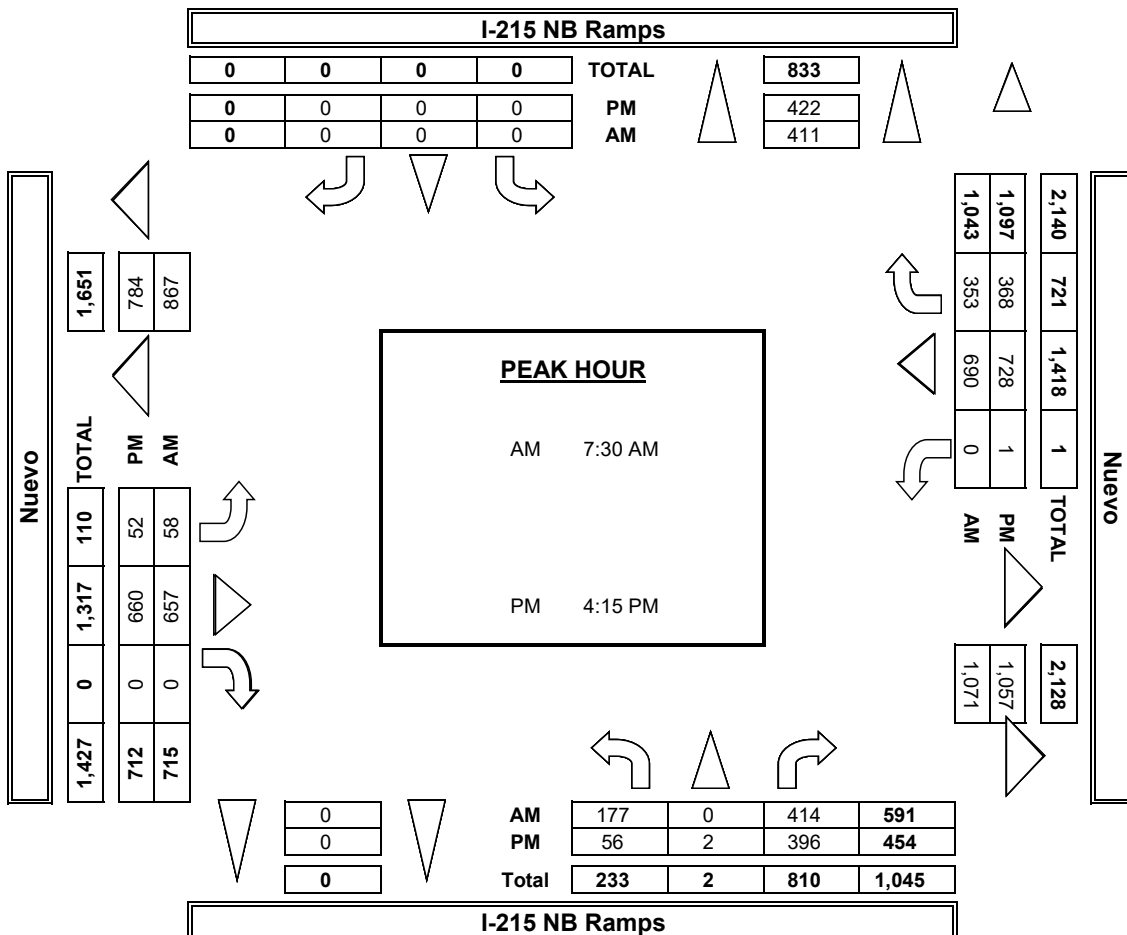
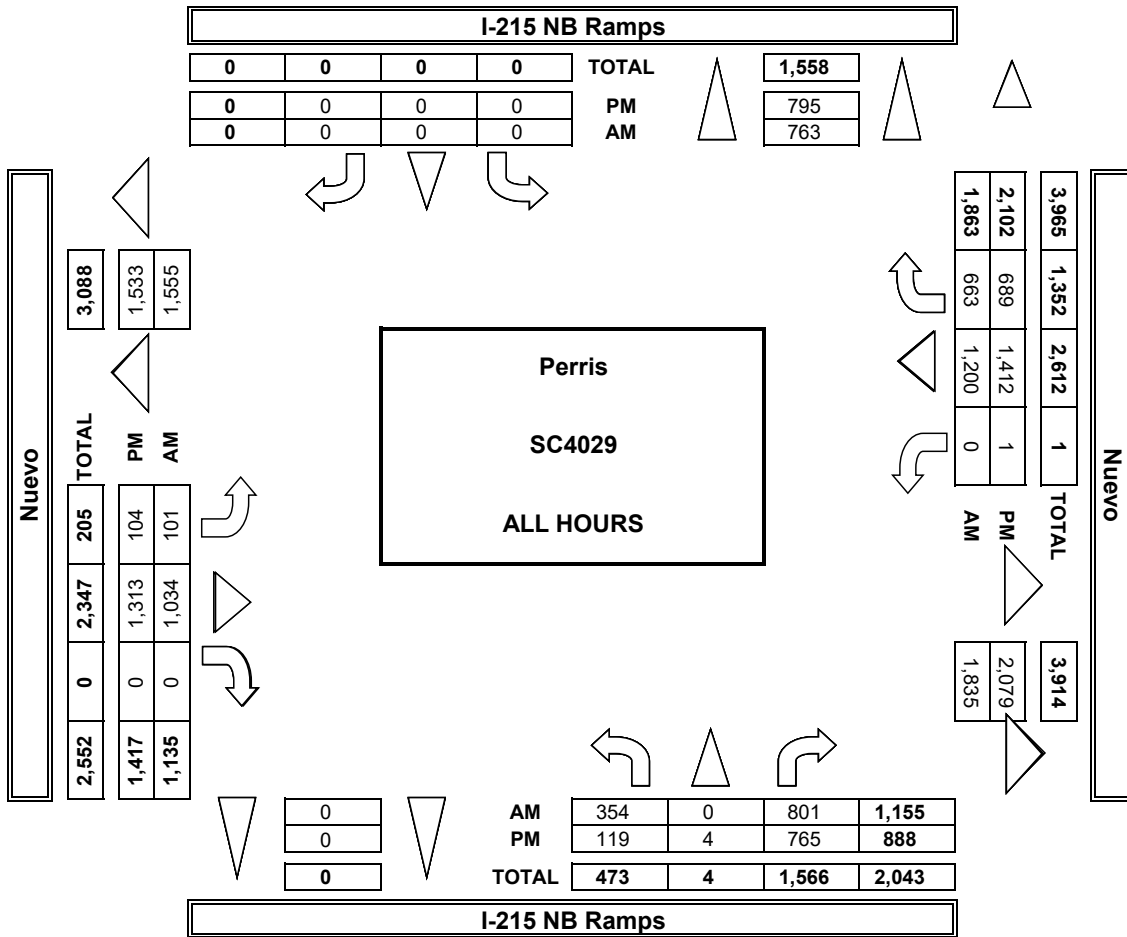
PEDESTRIAN CROSSINGS

E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	3	3
0	0	0	1	1
0	0	1	0	1
0	0	1	1	2
0	0	0	0	0
0	0	1	1	2
0	0	3	6	9
0	0	0	0	0
0	0	2	0	2
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	1	0	1
0	0	0	0	0
0	0	4	1	5

BICYCLE CROSSINGS

ES	WS	SS	NS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	3	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	3	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1

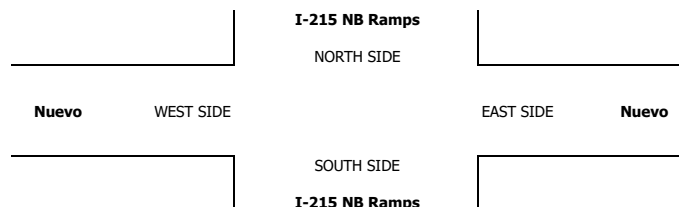
AimTD LLC
TURNING MOVEMENT COUNTS



PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4029
LOCATION #: 38
CONTROL: SIGNAL

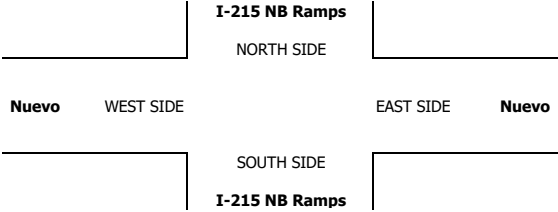
U-TURNS				
NB	SB	EB	WB	TTL

[illegible]

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:			Perris I-215 NB Ramps Nuevo			PROJECT #: LOCATION #: CONTROL:			SC4029 38 SIGNAL			
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:									AM PM MD OTHER OTHER	◀ W S ▼	▲ N E ▶	
	NORTHBOUND I-215 NB Ramps			SOUTHBOUND I-215 NB Ramps			EASTBOUND Nuevo			WESTBOUND Nuevo			
LANES:	NL 0.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL
7:00 AM	5	0	2	0	0	0	1	3	0	0	3	5	19
7:15 AM	2	0	3	0	0	0	0	4	0	0	7	2	18
7:30 AM	2	0	5	0	0	0	0	2	0	0	4	1	14
7:45 AM	0	0	2	0	0	0	0	3	0	0	7	3	15
8:00 AM	1	0	3	0	0	0	1	5	0	0	5	3	18
8:15 AM	1	0	4	0	0	0	1	9	0	0	1	6	22
8:30 AM	1	0	3	0	0	0	0	2	0	0	5	3	14
8:45 AM	2	0	0	0	0	0	0	5	0	0	5	4	16
VOLUMES	14	0	22	0	0	0	3	33	0	0	37	27	136
APPROACH %	39%	0%	61%	0%	0%	0%	8%	92%	0%	0%	58%	42%	
APP/DEPART	36	/	29	0	/	0	36	/	55	64	/	52	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	4	0	14	0	0	0	2	19	0	0	17	13	69
APPROACH %	22%	0%	78%	0%	0%	0%	10%	90%	0%	0%	57%	43%	
PEAK HR FACTOR	0.643			0.000			0.525			0.750			0.784
APP/DEPART	18	/	15	0	/	0	21	/	33	30	/	21	0
4:00 PM	1	1	6	0	0	0	0	3	0	0	4	3	18
4:15 PM	0	0	8	0	0	0	1	6	0	0	0	8	23
4:30 PM	3	0	5	0	0	0	0	9	0	0	6	2	25
4:45 PM	1	0	2	0	0	0	1	6	0	0	5	4	19
5:00 PM	0	0	2	0	0	0	1	7	0	0	11	3	24
5:15 PM	0	0	1	0	0	0	0	11	0	0	6	0	18
5:30 PM	1	0	3	0	0	0	1	5	0	0	5	4	19
5:45 PM	2	1	3	0	0	0	0	4	0	0	1	0	11
VOLUMES	8	2	30	0	0	0	4	51	0	0	38	24	157
APPROACH %	20%	5%	75%	0%	0%	0%	7%	93%	0%	0%	61%	39%	
APP/DEPART	40	/	30	0	/	0	55	/	81	62	/	46	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	4	0	17	0	0	0	3	28	0	0	22	17	91
APPROACH %	19%	0%	81%	0%	0%	0%	10%	90%	0%	0%	56%	44%	
PEAK HR FACTOR	0.656			0.000			0.861			0.696			0.910
APP/DEPART	21	/	20	0	/	0	31	/	45	39	/	26	0



U-TURNS				
NB	SB	EB	WB	TTL
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1

RTOR			
NRR	SRR	ERR	WRR
0	X	X	0
0	0	0	1
1	0	0	1
3	0	0	0
1	0	0	0
1	0	0	0
3	0	0	0
2	0	0	0
0	0	0	0
11	0	0	2

8	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

2	0	0	1
4	0	0	1
2	0	0	1
0	0	0	1
2	0	0	0
1	0	0	0
1	0	0	1
1	0	0	0
13	0	0	5

8	0	0	3

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:			Perris I-215 NB Ramps Nuevo			PROJECT #: LOCATION #: CONTROL:			SC4029 38 SIGNAL			
CLASS 3: 3-AXLE TRUCKS	NOTES:						AM		▲				
							PM		▼				
							MD	◀ W		E ▶			
							OTHER		S				
OTHER													
NORTHBOUND		SOUTHBOUND		EASTBOUND			WESTBOUND						
I-215 NB Ramps		I-215 NB Ramps		Nuevo			Nuevo						
LANES:	NL 0.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	2	3
7:15 AM	0	0	1	0	0	0	0	1	0	0	1	0	3
7:30 AM	0	0	0	0	0	0	5	0	0	0	3	0	8
7:45 AM	0	0	0	0	0	0	2	0	0	0	2	0	4
8:00 AM	0	0	1	0	0	0	0	1	0	0	1	1	4
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	1	2
8:30 AM	0	0	1	0	0	0	2	2	0	0	3	1	9
8:45 AM	1	0	0	0	0	0	0	1	0	0	3	1	6
VOLUMES	2	0	3	0	0	0	9	5	0	0	14	6	39
APPROACH %	40%	0%	60%	0%	0%	0%	64%	36%	0%	0%	70%	30%	
APP/DEPART	5	/	15	0	/	0	14	/	8	20	/	16	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	1	0	1	0	0	0	7	1	0	0	6	2	18
APPROACH %	50%	0%	50%	0%	0%	0%	88%	13%	0%	0%	75%	25%	
PEAK HR FACTOR	0.500			0.000			0.400			0.667			0.563
APP/DEPART	2	/	9	0	/	0	8	/	2	8	/	7	0
4:00 PM	1	0	1	0	0	0	0	0	0	0	1	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	1	0	1	0	0	0	0	1	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	1	0	0	0	0	0	0	0	2	0	3
VOLUMES	2	0	5	0	0	0	1	1	0	0	6	1	16
APPROACH %	29%	0%	71%	0%	0%	0%	50%	50%	0%	0%	86%	14%	
APP/DEPART	7	/	2	0	/	0	2	/	6	7	/	8	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	1	0	2	0	0	0	0	1	0	0	2	1	7
APPROACH %	33%	0%	67%	0%	0%	0%	0%	100%	0%	0%	67%	33%	
PEAK HR FACTOR	0.375			0.000			0.250			0.375			0.583
APP/DEPART	3	/	1	0	/	0	1	/	3	3	/	3	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

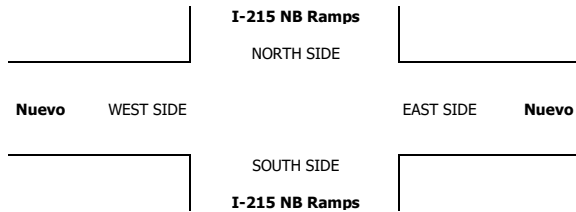
RTOR			
NRR	SRR	ERR	WRR
0	X	X	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

1	0	0	0
0	0	0	0
1	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
3	0	0	1

1	0	0	1



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Nuevo	PROJECT #: LOCATION #: CONTROL:	SC4029 38 SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 NB Ramps			I-215 NB Ramps			Nuevo			Nuevo			
LANES:	NL 0.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL

AM	7:00 AM	4	0	1	0	0	0	1	1	0	0	0	1	8
	7:15 AM	1	0	2	0	0	0	1	1	0	0	0	1	6
	7:30 AM	2	0	0	0	0	0	0	3	0	0	3	2	10
	7:45 AM	0	0	0	0	0	0	0	2	0	0	0	1	3
	8:00 AM	1	0	0	0	0	0	0	2	0	0	2	1	6
	8:15 AM	2	0	0	0	0	0	1	1	0	0	1	0	5
	8:30 AM	0	0	0	0	0	0	0	1	0	0	1	2	4
	8:45 AM	4	0	1	0	0	0	0	1	0	0	0	1	7
	VOLUMES	14	0	4	0	0	0	3	12	0	0	7	9	49
	APPROACH %	78%	0%	22%	0%	0%	0%	20%	80%	0%	0%	44%	56%	
PM	APP/DEPART	18	/	12	0	/	0	15	/	16	16	/	21	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	5	0	0	0	0	0	1	8	0	0	6	4	24
	APPROACH %	100%	0%	0%	0%	0%	0%	11%	89%	0%	0%	60%	40%	
	PEAK HR FACTOR	0.625			0.000			0.750			0.500			0.600
	APP/DEPART	5	/	5	0	/	0	9	/	8	10	/	11	0
	4:00 PM	0	0	0	0	0	0	1	1	0	0	1	0	3
	4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
	4:45 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
	5:00 PM	0	0	1	0	0	0	0	2	0	0	1	0	4
	5:15 PM	0	0	1	0	0	0	1	0	0	0	3	1	6
	5:30 PM	0	0	0	0	0	0	0	1	0	0	3	1	5
	5:45 PM	0	0	2	0	0	0	0	3	0	0	0	1	6
	VOLUMES	1	1	4	0	0	0	2	9	0	0	10	4	31
	APPROACH %	17%	17%	67%	0%	0%	0%	18%	82%	0%	0%	71%	29%	
	APP/DEPART	6	/	7	0	/	0	11	/	13	14	/	11	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	1	1	1	0	0	0	0	4	0	0	3	1	11
	APPROACH %	33%	33%	33%	0%	0%	0%	0%	100%	0%	0%	75%	25%	
	PEAK HR FACTOR	0.750			0.000			0.500			1.000			0.688
	APP/DEPART	3	/	2	0	/	0	4	/	5	4	/	4	0

U-TURNS				
NB	SB	EB	WB	TTL

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR

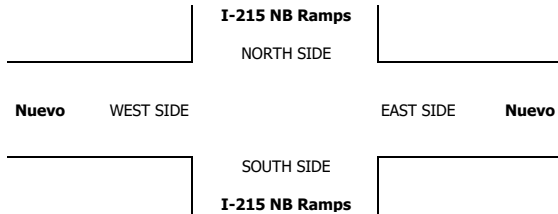
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
1	0	0	1

0	0	0	1

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
1	0	0	0
2	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Nuevo	PROJECT #: LOCATION #: CONTROL:	SC4029 38 SIGNAL
CLASS 5:	NOTES:		AM PM MD OTHER OTHER	
RV			▲ N ◀ W S ▶ E ▼	
	NORTHBOUND		SOUTHBOUND	
	I-215 NB Ramps		I-215 NB Ramps	
	NL NT NR		SL ST SR	
LANES:	0.5 0.5 1		X X X	
	EASTBOUND		WESTBOUND	
	Nuevo		Nuevo	
	EL ET ER		WL WT WR	
	1 2 X		X 2 1	
	TOTAL			
7:00 AM	0 0 0		0 0 0	
7:15 AM	0 0 0		0 0 0	
7:30 AM	0 0 0		0 0 0	
7:45 AM	0 0 0		0 0 0	
8:00 AM	0 0 0		1 0 0	
8:15 AM	0 0 0		0 0 0	
8:30 AM	0 0 0		0 0 0	
8:45 AM	0 0 0		0 0 0	
VOLUMES	0 0 0		1 0 0	
APPROACH %	0% 0% 0%		100% 0% 0%	
APP/DEPART	0 / 1		1 / 0	
BEGIN PEAK HR	7:30 AM			
VOLUMES	0 0 0		1 0 0	
APPROACH %	0% 0% 0%		100% 0% 0%	
PEAK HR FACTOR	0.000		0.250	
APP/DEPART	0 / 1		1 / 0	
4:00 PM	0 0 0		0 0 0	
4:15 PM	0 0 0		0 0 0	
4:30 PM	0 0 0		0 0 0	
4:45 PM	0 0 0		0 0 0	
5:00 PM	0 0 0		0 0 0	
5:15 PM	0 0 0		0 0 0	
5:30 PM	0 0 0		0 0 0	
5:45 PM	0 0 0		0 0 0	
VOLUMES	0 0 0		0 0 0	
APPROACH %	0% 0% 0%		0% 0% 0%	
APP/DEPART	0 / 0		0 / 0	
BEGIN PEAK HR	4:15 PM			
VOLUMES	0 0 0		0 0 0	
APPROACH %	0% 0% 0%		0% 0% 0%	
PEAK HR FACTOR	0.000		0.000	
APP/DEPART	0 / 0		0 / 0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

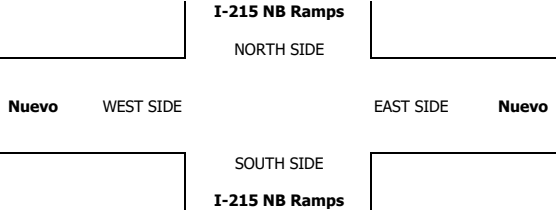
RTOR			
NRR	SRR	ERR	WRR
0	X	X	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 NB Ramps Nuevo	PROJECT #: LOCATION #: CONTROL:	SC4029 38 SIGNAL

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER			

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 NB Ramps			I-215 NB Ramps			Nuevo			Nuevo			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0.5	0.5	1	X	X	X	1	2	X	X	2	1	

AM	7:00 AM	1	0	0	0	0	0	0	4	0	0	0	0	5
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	1	0	1	0	0	0	0	1	0	0	1	0	4
	8:15 AM	1	0	0	0	0	0	0	0	0	0	1	1	3
	8:30 AM	1	0	0	0	0	0	0	1	0	0	0	1	3
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	4	0	1	0	0	0	7	0	0	2	3		17
	APPROACH %	80%	0%	20%	0%	0%	0%	0%	100%	0%	0%	40%	60%	
APP/DEPART	5	/	3	0	/	0	7	/	8	5	/	6	0	
PM	BEGIN PEAK HR	7:30 AM												
	VOLUMES	2	0	1	0	0	0	0	2	0	0	2	2	9
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	100%	0%	0%	50%	50%	
	PEAK HR FACTOR	0.375			0.000			0.500			0.500			0.563
	APP/DEPART	3	/	2	0	/	0	2	/	3	4	/	4	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
	4:15 PM	1	0	0	0	0	0	0	2	0	0	0	1	4
4:30 PM	1	0	0	0	0	0	0	0	0	0	1	1	3	
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	1	3	
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
VOLUMES	2	0	0	0	0	0	0	3	0	0	6	4	15	
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	60%	40%		
APP/DEPART	2	/	4	0	/	0	3	/	3	10	/	8	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	2	0	0	0	0	0	0	3	0	0	3	3	11	
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	50%	50%		
PEAK HR FACTOR	0.500			0.000			0.375			0.500			0.688	
APP/DEPART	2	/	3	0	/	0	3	/	3	6	/	5	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

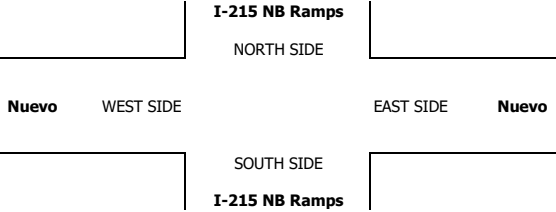
RTOR			
NRR	SRR	ERR	WRR
0	X	X	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 16, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 SB Ramps Nuevo	PROJECT #: LOCATION #: CONTROL:	SC4029 39 SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W ▶ E	▲ N ▼ S	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 SB Ramps			I-215 SB Ramps			Nuevo			Nuevo			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	1.5	0.5	1	X	2	0	1	2	X	

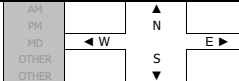
7:00 AM													
7:15 AM													
7:30 AM													
7:45 AM													
8:00 AM													
8:15 AM													
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
VOLUMES													
APPROACH %													
APP/DEPART													
TRUCK%		8.0%		9.0%									
VOLUMES													
APPROACH %													
PEAK HR FACTOR													
APP/DEPART													
03:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
VOLUMES													
APPROACH %													
APP/DEPART													
TRUCK%		3.0%		5.3%									
VOLUMES													
APPROACH %													
PEAK HR FACTOR													
APP/DEPART													

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, May 16, 23LOCATION:
NORTH & SOUTH:
EAST & WEST:Perris
I-215 SB Ramps
NuevoPROJECT #:
LOCATION #:
CONTROL: SC4029
39
SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 SB Ramps			I-215 SB Ramps			Nuevo			Nuevo			
LANES:	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL
7:00 AM	0	0	0	39	0	18	0	39	11	57	120	0	284
7:15 AM	0	0	0	57	0	13	0	49	25	78	128	0	350
7:30 AM	0	0	0	54	0	18	0	101	31	76	161	0	441
7:45 AM	0	0	0	71	1	26	0	93	32	72	167	0	462
8:00 AM	0	0	0	70	0	12	0	162	33	78	130	0	485
8:15 AM	0	0	0	60	0	9	0	104	17	77	106	0	373
8:30 AM	0	0	0	55	0	10	0	73	12	91	45	0	286
8:45 AM	0	0	0	68	0	12	0	46	10	97	63	0	296
VOLUMES	0	0	0	474	1	118	0	667	171	626	920	0	2,977
APPROACH %	0%	0%	0%	80%	0%	20%	0%	80%	20%	40%	60%	0%	
APP/DEPART	0	/	0	593	/	798	838	/	1,141	1,546	/	1,038	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	255	1	65	0	460	113	303	564	0	1,761
APPROACH %	0%	0%	0%	79%	0%	20%	0%	80%	20%	35%	65%	0%	
PEAK HR FACTOR	0.000			0.819			0.735			0.907			0.908
APP/DEPART	0	/	0	321	/	417	573	/	715	867	/	629	0
4:00 PM	0	0	0	107	0	17	0	54	22	105	100	0	405
4:15 PM	0	0	0	102	0	22	0	64	15	111	79	0	393
4:30 PM	0	0	0	93	1	22	0	83	27	108	84	0	418
4:45 PM	0	0	0	132	0	22	0	76	15	119	62	0	426
5:00 PM	0	0	0	116	0	19	0	49	16	129	92	0	421
5:15 PM	0	0	0	126	0	18	0	56	12	120	71	0	403
5:30 PM	0	0	0	113	0	9	0	74	12	106	56	0	370
5:45 PM	0	0	0	108	0	21	0	67	14	108	75	0	394
VOLUMES	0	0	0	897	1	150	0	523	133	906	620	0	3,230
APPROACH %	0%	0%	0%	86%	0%	14%	0%	80%	20%	59%	41%	0%	
APP/DEPART	0	/	0	1,048	/	1,040	656	/	1,420	1,526	/	770	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	467	1	81	0	264	70	476	309	0	1,668
APPROACH %	0%	0%	0%	85%	0%	15%	0%	79%	21%	61%	39%	0%	
PEAK HR FACTOR	0.000			0.891			0.759			0.888			0.979
APP/DEPART	0	/	0	549	/	547	334	/	731	785	/	390	0

I-215 SB Ramps

NORTH SIDE

Nuevo

WEST SIDE

EAST SIDE

Nuevo

SOUTH SIDE

I-215 SB Ramps

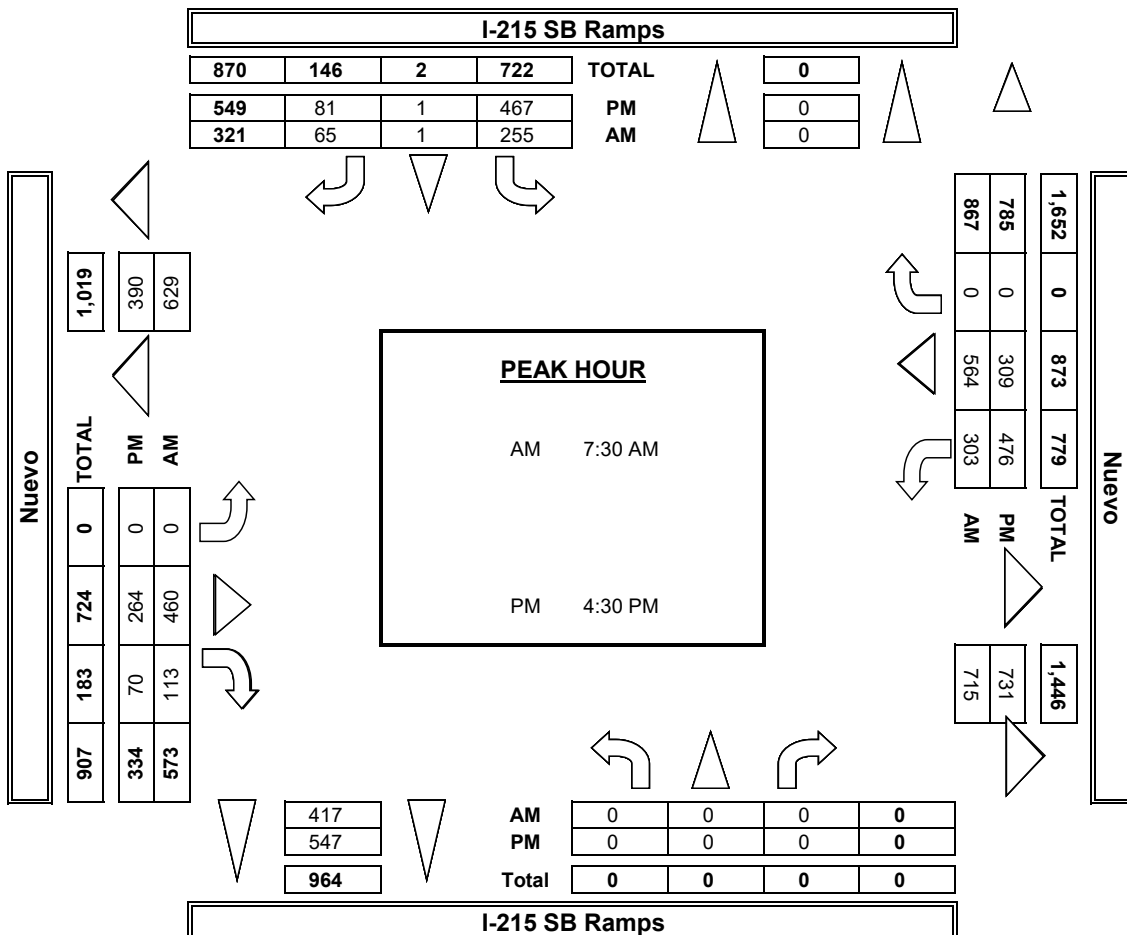
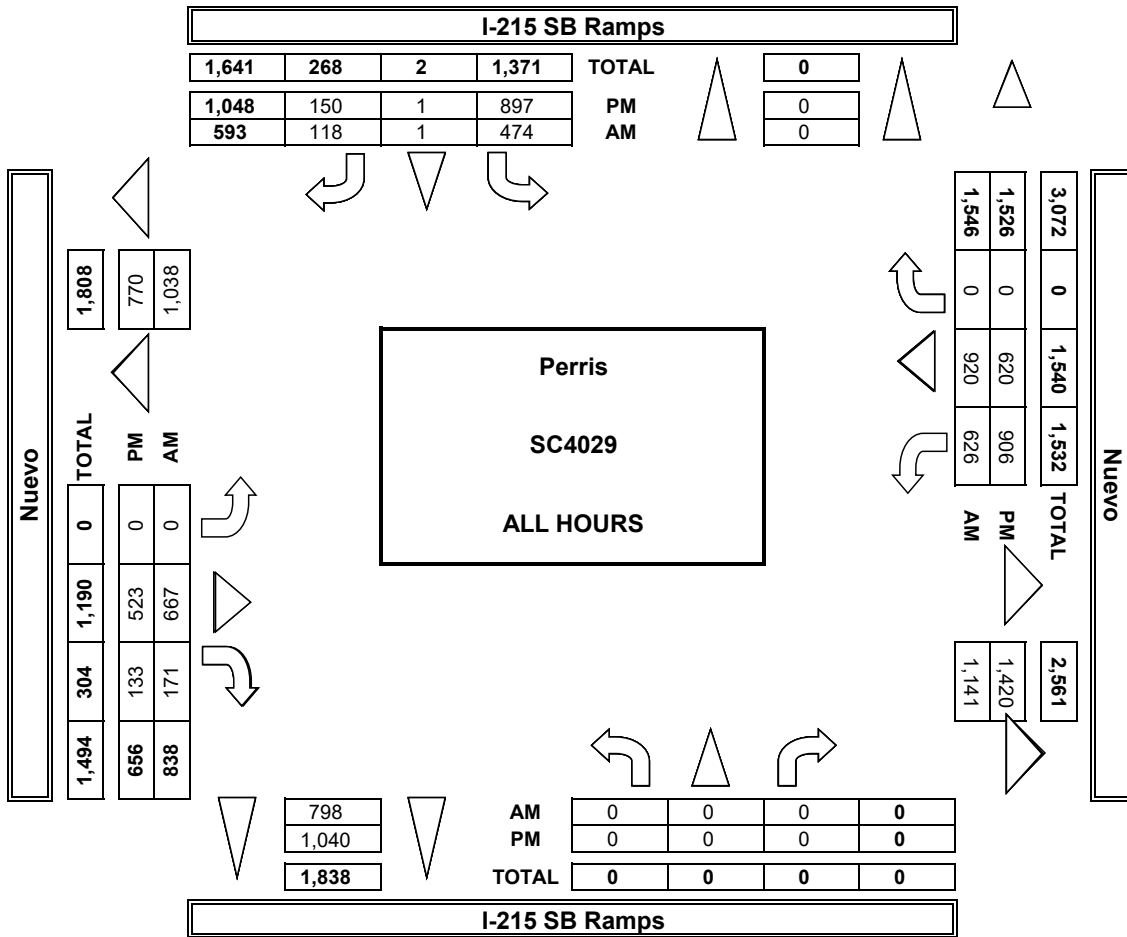
AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

ALL PED AND BIKE				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	3	3
0	0	1	1	2
0	0	3	0	3
0	0	1	1	2
0	0	0	0	0
0	0	1	2	3
0	0	6	7	13
0	0	0	0	0
0	0	2	0	2
0	0	1	0	1
0	0	0	0	0
0	0	1	1	2
0	0	0	0	0
0	0	0	1	1
0	0	4	2	6

PEDESTRIAN CROSSINGS				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	3	3
0	0	1	1	2
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	1	2	3
0	0	2	7	9
0	0	0	0	0
0	0	2	0	2
0	0	1	0	1
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
0	0	3	2	5

BICYCLE CROSSINGS				
ES	WS	SS	NS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	3	0	3
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	4	0	4
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS

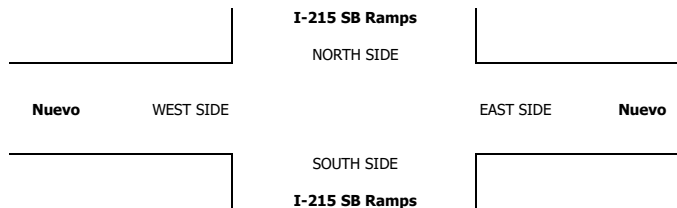


PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4029
LOCATION #: 39
CONTROL: SIGNAL

U-TURNS				
NB	SB	EB	WB	TTL

					0					
					0					
					0					
					0					
					0					
					0					
					0					
					0					
					0					
					0					
					0					
					0					
					0					
					0					
0	0	0	0	0	0					
0	0	0	0	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 SB Ramps Nuevo	PROJECT #: LOCATION #: CONTROL:	SC4029 39 SIGNAL

CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 SB Ramps			I-215 SB Ramps			Nuevo			Nuevo			
LANES:	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL

AM	7:00 AM	0	0	0	36	0	17	0	32	9	55	107	0	256
	7:15 AM	0	0	0	52	0	12	0	47	21	72	123	0	327
	7:30 AM	0	0	0	53	0	15	0	92	26	69	154	0	409
	7:45 AM	0	0	0	65	1	23	0	91	27	69	161	0	437
	8:00 AM	0	0	0	64	0	11	0	157	26	73	123	0	454
	8:15 AM	0	0	0	53	0	7	0	99	14	73	102	0	348
	8:30 AM	0	0	0	53	0	8	0	67	11	86	39	0	264
	8:45 AM	0	0	0	63	0	9	0	44	9	93	52	0	270
	VOLUMES	0	0	0	439	1	102	0	629	143	590	861	0	2,765
	APPROACH %	0%	0%	0%	81%	0%	19%	0%	81%	19%	41%	59%	0%	
	APP/DEPART	0	/	0	542	/	734	772	/	1,068	1,451	/	963	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	0	0	0	235	1	56	0	439	93	284	540	0	1,648
	APPROACH %	0%	0%	0%	80%	0%	19%	0%	83%	17%	34%	66%	0%	
	PEAK HR FACTOR	0.000			0.820			0.727			0.896			0.907
	APP/DEPART	0	/	0	292	/	378	532	/	674	824	/	596	0
	4:00 PM	0	0	0	104	0	14	0	52	21	103	91	0	385
	4:15 PM	0	0	0	97	0	17	0	59	13	111	76	0	373
	4:30 PM	0	0	0	86	1	20	0	80	26	107	73	0	393
	4:45 PM	0	0	0	128	0	21	0	72	13	116	54	0	404
	5:00 PM	0	0	0	111	0	18	0	43	14	127	82	0	395
	5:15 PM	0	0	0	117	0	18	0	53	10	114	67	0	379
	5:30 PM	0	0	0	107	0	9	0	72	10	103	50	0	351
	5:45 PM	0	0	0	103	0	18	0	65	13	107	72	0	378
	VOLUMES	0	0	0	853	1	135	0	496	120	888	565	0	3,058
	APPROACH %	0%	0%	0%	86%	0%	14%	0%	81%	19%	61%	39%	0%	
	APP/DEPART	0	/	0	989	/	1,009	616	/	1,349	1,453	/	700	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	0	0	442	1	77	0	248	63	464	276	0	1,571
	APPROACH %	0%	0%	0%	85%	0%	15%	0%	80%	20%	63%	37%	0%	
	PEAK HR FACTOR	0.000			0.872			0.733			0.885			0.972
	APP/DEPART	0	/	0	520	/	528	311	/	690	740	/	353	0

U-TURNS					
NB	SB	EB	WB	TTL	

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR

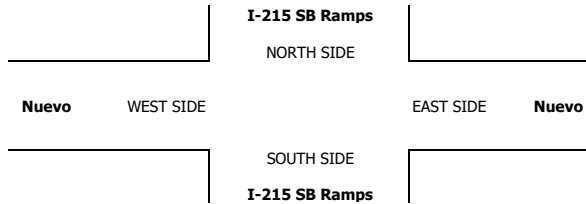
0	10	2	0
0	5	7	0
0	8	0	0
0	13	1	0
0	6	3	0
0	3	1	0
0	5	1	0
0	5	4	0
0	55	19	0

0	30	5	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	7	7	0
0	8	1	0
0	10	5	0
0	8	5	0
0	5	2	0
0	10	2	0
0	2	3	0
0	7	2	0
0	57	27	0

0	33	14	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
5/16/23
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Perris
I-215 SB Ramps
Nuevo

PROJECT #:
LOCATION #:
CONTROL:

SC4029
39
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 SB Ramps			I-215 SB Ramps			Nuevo			Nuevo			
LANES:	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL
AM													
7:00 AM	0	0	0	1	0	0	0	3	0	2	7	0	13
7:15 AM	0	0	0	2	0	1	0	2	0	4	5	0	14
7:30 AM	0	0	0	0	0	1	0	2	3	1	5	0	12
7:45 AM	0	0	0	3	0	2	0	0	2	3	4	0	14
8:00 AM	0	0	0	3	0	0	0	3	3	3	3	0	15
8:15 AM	0	0	0	5	0	1	0	5	1	2	0	0	14
8:30 AM	0	0	0	1	0	0	0	1	1	4	2	0	9
8:45 AM	0	0	0	3	0	0	0	2	0	2	5	0	12
VOLUMES	0	0	0	18	0	5	0	18	10	21	31	0	103
APPROACH %	0%	0%	0%	78%	0%	22%	0%	64%	36%	40%	60%	0%	
APP/DEPART	0	/	0	23	/	31	28	/	36	52	/	36	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	11	0	4	0	10	9	9	12	0	55
APPROACH %	0%	0%	0%	73%	0%	27%	0%	53%	47%	43%	57%	0%	
PEAK HR FACTOR	0.000			0.625			0.792			0.750			0.917
APP/DEPART	0	/	0	15	/	18	19	/	21	21	/	16	0
PM													
4:00 PM	0	0	0	2	0	2	0	1	0	0	5	0	10
4:15 PM	0	0	0	4	0	3	0	3	0	0	0	0	10
4:30 PM	0	0	0	6	0	2	0	3	0	1	8	0	20
4:45 PM	0	0	0	3	0	1	0	4	2	2	4	0	16
5:00 PM	0	0	0	2	0	1	0	6	2	2	9	0	22
5:15 PM	0	0	0	8	0	0	0	3	1	4	2	0	18
5:30 PM	0	0	0	5	0	0	0	1	0	0	6	0	12
5:45 PM	0	0	0	2	0	3	0	2	0	1	2	0	10
VOLUMES	0	0	0	32	0	12	0	23	5	10	36	0	118
APPROACH %	0%	0%	0%	73%	0%	27%	0%	82%	18%	22%	78%	0%	
APP/DEPART	0	/	0	44	/	15	28	/	55	46	/	48	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	19	0	4	0	16	5	9	23	0	76
APPROACH %	0%	0%	0%	83%	0%	17%	0%	76%	24%	28%	72%	0%	
PEAK HR FACTOR	0.000			0.719			0.656			0.727			0.864
APP/DEPART	0	/	0	23	/	14	21	/	35	32	/	27	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

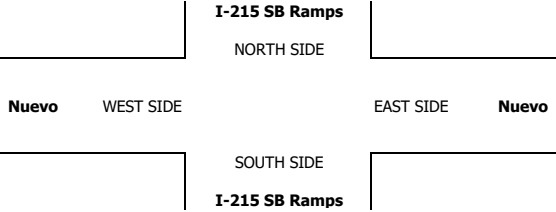
RTOR			
NRR X	SRR 0	ERR 0	WRR X
0	0	0	0
0	0	0	0
0	1	0	0
0	2	1	0
0	0	0	0
0	1	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	4	2	0

0	4	2	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
0	2	0	0
0	1	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
0	4	1	0

0	1	1	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 SB Ramps Nuevo	PROJECT #: LOCATION #: CONTROL:	SC4029 39 SIGNAL
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER	▲ ◀ ▶ N W S E

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 SB Ramps			I-215 SB Ramps			Nuevo			Nuevo			
LANES:	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR X	SRR 0	ERR 0	WRR X

AM	7:00 AM	0	0	0	0	0	0	0	2	0	1	0	3	
	7:15 AM	0	0	0	1	0	0	0	4	1	0	0	6	
	7:30 AM	0	0	0	0	0	0	5	2	3	0	0	10	
	7:45 AM	0	0	0	0	0	0	2	2	0	2	0	6	
	8:00 AM	0	0	0	1	0	0	0	3	0	1	0	5	
	8:15 AM	0	0	0	0	0	0	0	2	0	1	0	3	
	8:30 AM	0	0	0	1	0	0	0	3	0	1	2	0	7
	8:45 AM	0	0	0	1	0	0	0	0	2	2	0	5	
	VOLUMES	0	0	0	4	0	0	0	10	15	7	9	0	45
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	40%	60%	44%	56%	0%	
APP/DEPART	0	/	0	4	/	22	25	/	14	16	/	9	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	1	0	0	0	7	9	3	4	0	24	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	44%	56%	43%	57%	0%		
PEAK HR FACTOR	0.000													
APP/DEPART	0	/	0	1	/	12	16	/	8	7	/	4	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	
	4:15 PM	0	0	0	0	0	1	0	1	0	1	0	3	
	4:30 PM	0	0	0	1	0	0	0	0	0	1	0	2	
	4:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	
	VOLUMES	0	0	0	2	0	1	0	0	1	2	6	0	12
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	0%	100%	25%	75%	0%	
APP/DEPART	0	/	0	3	/	3	1	/	2	8	/	7	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	0	1	0	0	0	0	0	1	2	0	4	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	33%	67%	0%		
PEAK HR FACTOR	0.000													
APP/DEPART	0	/	0	1	/	1	0	/	1	3	/	2	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

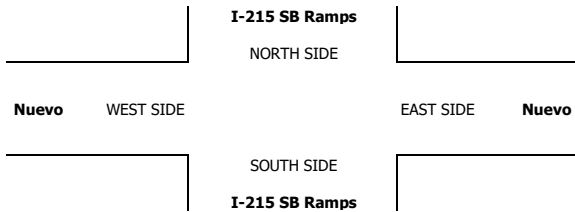
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0	0	2	0
0	0	0	0
0	0	1	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	2	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
5/16/23
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Perris
I-215 SB Ramps
Nuevo

PROJECT #:
LOCATION #:
CONTROL:

SC4029
39
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 SB Ramps			I-215 SB Ramps			Nuevo			Nuevo			
LANES:	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL

AM	7:00 AM	0	0	0	1	0	1	0	1	0	0	4	0	7
	7:15 AM	0	0	0	2	0	0	0	0	0	1	0	0	3
	7:30 AM	0	0	0	1	0	2	0	2	0	3	2	0	10
	7:45 AM	0	0	0	2	0	1	0	0	0	0	0	0	3
	8:00 AM	0	0	0	1	0	1	0	1	1	2	1	0	7
	8:15 AM	0	0	0	2	0	1	0	0	0	2	1	0	6
	8:30 AM	0	0	0	0	0	2	0	1	0	0	1	0	4
	8:45 AM	0	0	0	1	0	2	0	0	1	0	4	0	8
	VOLUMES	0	0	0	10	0	10	0	5	2	8	13	0	48
	APPROACH %	0%	0%	0%	50%	0%	50%	0%	71%	29%	38%	62%	0%	
PM	APP/DEPART	0	/	0	20	/	10	7	/	15	21	/	23	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	0	0	0	6	0	5	0	3	1	7	4	0	26
	APPROACH %	0%	0%	0%	55%	0%	45%	0%	75%	25%	64%	36%	0%	
	PEAK HR FACTOR	0.000			0.917			0.500			0.550			0.650
	APP/DEPART	0	/	0	11	/	8	4	/	9	11	/	9	0
	4:00 PM	0	0	0	1	0	0	0	1	1	0	1	0	4
	4:15 PM	0	0	0	0	0	1	0	1	1	0	1	0	4
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	4:45 PM	0	0	0	1	0	0	0	0	0	0	2	0	3
	5:00 PM	0	0	0	2	0	0	0	0	0	0	1	0	3
	5:15 PM	0	0	0	1	0	0	0	0	1	2	1	0	5
	5:30 PM	0	0	0	0	0	0	0	1	2	3	0	0	6
	5:45 PM	0	0	0	3	0	0	0	0	0	0	0	0	3
	VOLUMES	0	0	0	8	0	1	0	3	6	5	6	0	29
	APPROACH %	0%	0%	0%	89%	0%	11%	0%	33%	67%	45%	55%	0%	
	APP/DEPART	0	/	0	9	/	11	9	/	11	11	/	7	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	0	0	4	0	0	0	0	2	2	4	0	12
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	100%	33%	67%	0%	
	PEAK HR FACTOR	0.000			0.500			0.500			0.500			0.600
	APP/DEPART	0	/	0	4	/	4	2	/	4	6	/	4	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

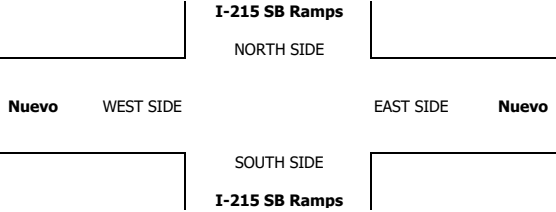
RTOR			
NRR X	SRR 0	ERR 0	WRR X
0	0	0	0
0	0	0	0
0	2	0	0
0	1	0	0
0	0	0	0
0	1	0	0
0	2	0	0
0	0	0	0
0	0	0	0

0	4	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
5/16/23
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Perris
I-215 SB Ramps
Nuevo

PROJECT #:
LOCATION #:
CONTROL:

SC4029
39
SIGNAL

CLASS 5:

RV

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 SB Ramps			I-215 SB Ramps			Nuevo			Nuevo			
LANES:	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	7:30 AM	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000		0.250			0.000			0.250
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000		0.250			0.000			0.250
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000		0.000			0.000			0.000
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

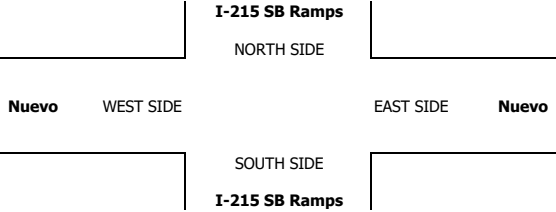
RTOR			
NRR	SRR	ERR	WRR
X	0	0	X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/16/23 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Perris I-215 SB Ramps Nuevo	PROJECT #: LOCATION #: CONTROL:	SC4029 39 SIGNAL

CLASS 6:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
BUSES			

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-215 SB Ramps			I-215 SB Ramps			Nuevo			Nuevo			
LANES:	NL X	NT X	NR X	SL 1.5	ST 0.5	SR 1	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL

AM	7:00 AM	0	0	0	1	0	0	0	3	0	0	1	0	5
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
	8:00 AM	0	0	0	1	0	0	0	0	0	2	0	0	3
	8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
	8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	2
	8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
	VOLUMES	0	0	0	3	0	1	0	4	1	0	6	0	15
	APPROACH %	0%	0%	0%	75%	0%	25%	0%	80%	20%	0%	100%	0%	
PM	APP/DEPART	0	/	0	4	/	1	5	/	7	6	/	7	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	0	0	0	2	0	0	0	0	1	0	4	0	7
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.500			0.250			0.500			0.583
	APP/DEPART	0	/	0	2	/	1	1	/	2	4	/	4	0
	4:00 PM	0	0	0	0	0	1	0	0	0	1	2	0	4
	4:15 PM	0	0	0	1	0	0	0	1	0	0	1	0	3
	4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
	5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	VOLUMES	0	0	0	2	0	1	0	1	1	1	7	0	13
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	50%	50%	13%	88%	0%	
	APP/DEPART	0	/	0	3	/	2	2	/	3	8	/	8	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	0	0	1	0	0	0	0	0	0	4	0	5
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.500			0.625
	APP/DEPART	0	/	0	1	/	0	0	/	1	4	/	4	0

U-TURNS				
NB	SB	EB	WB	TTL

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR X	SRR 0	ERR 0	WRR X

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	1	0

0	0	0	0

I-215 SB Ramps			
NORTH SIDE			
Nuevo	WEST SIDE	EAST SIDE	Nuevo
SOUTH SIDE			
I-215 SB Ramps			

ATTACHMENT B – Caltrans Performance Measurement System Data

Report Data

Hour	Hour	Lane 1 Flow (Veh/Hour)	Lane 2 Flow (Veh/Hour)	Flow (Veh/Hour)	# Lane Points	% Observed
0	5/1/2024 0:00	55	9	64	24	100.00
1	5/1/2024 1:00	56	5	61	24	100.00
2	5/1/2024 2:00	75	4	79	24	100.00
3	5/1/2024 3:00	225	11	236	24	100.00
4	5/1/2024 4:00	531	30	561	24	100.00
5	5/1/2024 5:00	737	55	792	24	100.00
6	5/1/2024 6:00	491	33	524	24	100.00
7	5/1/2024 7:00	519	40	559	24	100.00
8	5/1/2024 8:00	632	57	689	24	100.00
9	5/1/2024 9:00	464	50	514	24	100.00
10	5/1/2024 10:00	475	44	519	24	100.00
11	5/1/2024 11:00	473	44	517	24	100.00
12	5/1/2024 12:00	519	56	575	24	100.00
13	5/1/2024 13:00	561	63	624	24	100.00
14	5/1/2024 14:00	665	64	729	24	100.00
15	5/1/2024 15:00	682	84	766	24	100.00
16	5/1/2024 16:00	613	66	679	24	100.00
17	5/1/2024 17:00	741	102	843	24	100.00
18	5/1/2024 18:00	671	57	728	24	100.00
19	5/1/2024 19:00	451	62	513	24	100.00
20	5/1/2024 20:00	382	44	426	24	100.00
21	5/1/2024 21:00	309	39	348	24	100.00
22	5/1/2024 22:00	184	15	199	24	100.00
23	5/1/2024 23:00	104	14	118	24	100.00
0	5/2/2024 0:00	70	8	78	24	100.00
1	5/2/2024 1:00	54	5	59	24	100.00
2	5/2/2024 2:00	87	8	95	24	100.00
3	5/2/2024 3:00	248	24	272	24	100.00
4	5/2/2024 4:00	496	37	533	24	100.00
5	5/2/2024 5:00	722	53	775	24	100.00
6	5/2/2024 6:00	590	38	628	24	100.00
7	5/2/2024 7:00	524	24	548	24	100.00
8	5/2/2024 8:00	608	58	666	24	100.00
9	5/2/2024 9:00	510	51	561	24	100.00
10	5/2/2024 10:00	497	54	551	24	100.00
11	5/2/2024 11:00	490	58	548	24	100.00
12	5/2/2024 12:00	562	59	621	24	100.00
13	5/2/2024 13:00	611	64	675	24	100.00
14	5/2/2024 14:00	666	71	737	24	100.00
15	5/2/2024 15:00	691	61	752	24	100.00
16	5/2/2024 16:00	647	64	711	24	100.00
17	5/2/2024 17:00	722	69	791	24	100.00
18	5/2/2024 18:00	622	69	691	24	100.00
19	5/2/2024 19:00	449	79	528	24	100.00
20	5/2/2024 20:00	395	55	450	24	100.00
21	5/2/2024 21:00	289	39	328	24	100.00
22	5/2/2024 22:00	170	25	195	24	100.00
23	5/2/2024 23:00	106	15	121	24	100.00
0	5/7/2024 0:00	51	5	56	24	100.00
1	5/7/2024 1:00	64	11	75	24	100.00
2	5/7/2024 2:00	77	5	82	24	100.00

Report Data

3	5/7/2024 3:00	217	12	229	24	100.00
4	5/7/2024 4:00	489	29	518	24	100.00
5	5/7/2024 5:00	707	50	757	24	100.00
6	5/7/2024 6:00	546	32	578	24	100.00
7	5/7/2024 7:00	460	41	501	24	100.00
8	5/7/2024 8:00	607	37	644	24	100.00
9	5/7/2024 9:00	485	48	533	24	100.00
10	5/7/2024 10:00	485	41	526	24	100.00
11	5/7/2024 11:00	438	53	491	24	100.00
12	5/7/2024 12:00	509	69	578	24	100.00
13	5/7/2024 13:00	556	84	640	24	100.00
14	5/7/2024 14:00	581	65	646	24	100.00
15	5/7/2024 15:00	609	71	680	24	100.00
16	5/7/2024 16:00	638	56	694	24	100.00
17	5/7/2024 17:00	641	61	702	24	100.00
18	5/7/2024 18:00	539	64	603	24	100.00
19	5/7/2024 19:00	419	66	485	24	100.00
20	5/7/2024 20:00	357	49	406	24	100.00
21	5/7/2024 21:00	258	33	291	24	100.00
22	5/7/2024 22:00	200	28	228	24	100.00
23	5/7/2024 23:00	112	13	125	24	100.00
0	5/8/2024 0:00	67	8	75	24	100.00
1	5/8/2024 1:00	44	3	47	24	100.00
2	5/8/2024 2:00	69	4	73	24	100.00
3	5/8/2024 3:00	248	19	267	24	100.00
4	5/8/2024 4:00	492	30	522	24	100.00
5	5/8/2024 5:00	722	57	779	24	100.00
6	5/8/2024 6:00	516	31	547	24	100.00
7	5/8/2024 7:00	499	35	534	24	100.00
8	5/8/2024 8:00	623	46	669	24	100.00
9	5/8/2024 9:00	480	47	527	24	100.00
10	5/8/2024 10:00	481	55	536	24	100.00
11	5/8/2024 11:00	476	57	533	24	100.00
12	5/8/2024 12:00	546	69	615	24	100.00
13	5/8/2024 13:00	554	74	628	24	100.00
14	5/8/2024 14:00	609	69	678	24	100.00
15	5/8/2024 15:00	650	75	725	24	100.00
16	5/8/2024 16:00	627	64	691	24	100.00
17	5/8/2024 17:00	706	64	770	24	100.00
18	5/8/2024 18:00	665	64	729	24	100.00
19	5/8/2024 19:00	457	49	506	24	100.00
20	5/8/2024 20:00	342	47	389	24	100.00
21	5/8/2024 21:00	323	28	351	24	100.00
22	5/8/2024 22:00	207	27	234	24	100.00
23	5/8/2024 23:00	111	6	117	24	100.00
0	5/9/2024 0:00	60	7	67	24	100.00
1	5/9/2024 1:00	60	6	66	24	100.00
2	5/9/2024 2:00	92	4	96	24	100.00
3	5/9/2024 3:00	233	18	251	24	100.00
4	5/9/2024 4:00	507	31	538	24	100.00
5	5/9/2024 5:00	740	32	772	24	100.00
6	5/9/2024 6:00	540	33	573	24	100.00

Report Data

7	5/9/2024 7:00	525	45	570	24	100.00
8	5/9/2024 8:00	653	38	691	24	100.00
9	5/9/2024 9:00	483	51	534	24	100.00
10	5/9/2024 10:00	455	55	510	24	100.00
11	5/9/2024 11:00	403	69	472	24	100.00
12	5/9/2024 12:00	524	59	583	24	100.00
13	5/9/2024 13:00	560	75	635	24	100.00
14	5/9/2024 14:00	639	66	705	24	100.00
15	5/9/2024 15:00	638	79	717	24	100.00
16	5/9/2024 16:00	657	67	724	24	100.00
17	5/9/2024 17:00	681	69	750	24	100.00
18	5/9/2024 18:00	654	100	754	24	100.00
19	5/9/2024 19:00	502	62	564	24	100.00
20	5/9/2024 20:00	355	41	396	24	100.00
21	5/9/2024 21:00	308	59	367	24	100.00
22	5/9/2024 22:00	227	19	246	24	100.00
23	5/9/2024 23:00	127	10	137	24	100.00
0	5/14/2024 0:00	61	9	70	24	100.00
1	5/14/2024 1:00	49	7	56	24	100.00
2	5/14/2024 2:00	60	3	63	24	100.00
3	5/14/2024 3:00	233	15	248	24	100.00
4	5/14/2024 4:00	509	27	536	24	100.00
5	5/14/2024 5:00	673	42	715	24	100.00
6	5/14/2024 6:00	559	44	603	24	100.00
7	5/14/2024 7:00	504	45	549	24	100.00
8	5/14/2024 8:00	636	56	692	24	100.00
9	5/14/2024 9:00	473	65	538	24	100.00
10	5/14/2024 10:00	464	57	521	24	100.00
11	5/14/2024 11:00	458	70	528	24	100.00
12	5/14/2024 12:00	453	49	502	24	100.00
13	5/14/2024 13:00	574	79	653	24	100.00
14	5/14/2024 14:00	619	73	692	24	100.00
15	5/14/2024 15:00	640	88	728	24	100.00
16	5/14/2024 16:00	609	69	678	24	100.00
17	5/14/2024 17:00	739	94	833	24	100.00
18	5/14/2024 18:00	561	68	629	24	100.00
19	5/14/2024 19:00	452	67	519	24	100.00
20	5/14/2024 20:00	381	37	418	24	100.00
21	5/14/2024 21:00	259	30	289	24	100.00
22	5/14/2024 22:00	190	27	217	24	100.00
23	5/14/2024 23:00	94	10	104	24	100.00
0	5/15/2024 0:00	55	6	61	24	100.00
1	5/15/2024 1:00	52	9	61	24	100.00
2	5/15/2024 2:00	83	5	88	24	100.00
3	5/15/2024 3:00	253	22	275	24	100.00
4	5/15/2024 4:00	540	31	571	24	100.00
5	5/15/2024 5:00	608	53	661	24	100.00
6	5/15/2024 6:00	514	45	559	24	100.00
7	5/15/2024 7:00	519	44	563	24	100.00
8	5/15/2024 8:00	603	54	657	24	100.00
9	5/15/2024 9:00	466	49	515	24	100.00
10	5/15/2024 10:00	491	54	545	24	100.00

Report Data

11	5/15/2024 11:00	445	48	493	24	100.00
12	5/15/2024 12:00	571	86	657	24	100.00
13	5/15/2024 13:00	540	72	612	24	100.00
14	5/15/2024 14:00	652	74	726	24	100.00
15	5/15/2024 15:00	654	72	726	24	100.00
16	5/15/2024 16:00	623	69	692	24	100.00
17	5/15/2024 17:00	742	79	821	24	100.00
18	5/15/2024 18:00	606	71	677	24	100.00
19	5/15/2024 19:00	355	53	408	24	100.00
20	5/15/2024 20:00	248	36	284	24	100.00
21	5/15/2024 21:00	312	44	356	24	100.00
22	5/15/2024 22:00	191	23	214	24	100.00
23	5/15/2024 23:00	119	18	137	24	100.00
0	5/16/2024 0:00	72	10	82	24	100.00
1	5/16/2024 1:00	46	7	53	24	100.00
2	5/16/2024 2:00	74	6	80	24	100.00
3	5/16/2024 3:00	236	17	253	24	100.00
4	5/16/2024 4:00	527	37	564	24	100.00
5	5/16/2024 5:00	658	37	695	24	100.00
6	5/16/2024 6:00	525	42	567	24	100.00
7	5/16/2024 7:00	520	35	555	24	100.00
8	5/16/2024 8:00	604	44	648	24	100.00
9	5/16/2024 9:00	471	39	510	24	100.00
10	5/16/2024 10:00	459	53	512	24	100.00
11	5/16/2024 11:00	443	75	518	24	100.00
12	5/16/2024 12:00	507	68	575	24	100.00
13	5/16/2024 13:00	581	73	654	24	100.00
14	5/16/2024 14:00	656	83	739	24	100.00
15	5/16/2024 15:00	668	77	745	24	100.00
16	5/16/2024 16:00	654	67	721	24	100.00
17	5/16/2024 17:00	699	68	767	24	100.00
18	5/16/2024 18:00	573	67	640	24	100.00
19	5/16/2024 19:00	434	63	497	24	100.00
20	5/16/2024 20:00	349	44	393	24	100.00
21	5/16/2024 21:00	270	21	291	24	100.00
22	5/16/2024 22:00	198	28	226	24	100.00
23	5/16/2024 23:00	119	22	141	24	100.00
0	5/21/2024 0:00	56	9	65	24	100.00
1	5/21/2024 1:00	55	9	64	24	100.00
2	5/21/2024 2:00	58	9	67	24	100.00
3	5/21/2024 3:00	234	17	251	24	100.00
4	5/21/2024 4:00	513	33	546	24	100.00
5	5/21/2024 5:00	755	48	803	24	100.00
6	5/21/2024 6:00	536	37	573	24	100.00
7	5/21/2024 7:00	482	37	519	24	100.00
8	5/21/2024 8:00	572	59	631	24	100.00
9	5/21/2024 9:00	462	57	519	24	100.00
10	5/21/2024 10:00	472	91	563	24	100.00
11	5/21/2024 11:00	462	66	528	24	100.00
12	5/21/2024 12:00	519	61	580	24	100.00
13	5/21/2024 13:00	536	61	597	24	100.00
14	5/21/2024 14:00	627	55	682	24	100.00

Report Data

15	5/21/2024 15:00	649	74	723	24	100.00
16	5/21/2024 16:00	621	62	683	24	100.00
17	5/21/2024 17:00	704	89	793	24	100.00
18	5/21/2024 18:00	546	66	612	24	100.00
19	5/21/2024 19:00	431	66	497	24	100.00
20	5/21/2024 20:00	329	33	362	24	100.00
21	5/21/2024 21:00	254	30	284	24	100.00
22	5/21/2024 22:00	147	21	168	24	100.00
23	5/21/2024 23:00	97	9	106	24	100.00
0	5/22/2024 0:00	53	4	57	24	100.00
1	5/22/2024 1:00	53	8	61	24	100.00
2	5/22/2024 2:00	63	5	68	24	100.00
3	5/22/2024 3:00	246	22	268	24	100.00
4	5/22/2024 4:00	506	35	541	24	100.00
5	5/22/2024 5:00	735	55	790	24	100.00
6	5/22/2024 6:00	558	31	589	24	100.00
7	5/22/2024 7:00	476	45	521	24	100.00
8	5/22/2024 8:00	611	62	673	24	100.00
9	5/22/2024 9:00	451	50	501	24	100.00
10	5/22/2024 10:00	477	57	534	24	100.00
11	5/22/2024 11:00	440	56	496	24	100.00
12	5/22/2024 12:00	523	55	578	24	100.00
13	5/22/2024 13:00	564	64	628	24	100.00
14	5/22/2024 14:00	576	68	644	24	100.00
15	5/22/2024 15:00	668	69	737	24	100.00
16	5/22/2024 16:00	617	79	696	24	100.00
17	5/22/2024 17:00	683	72	755	24	100.00
18	5/22/2024 18:00	602	62	664	24	100.00
19	5/22/2024 19:00	437	54	491	24	100.00
20	5/22/2024 20:00	348	33	381	24	100.00
21	5/22/2024 21:00	300	25	325	24	100.00
22	5/22/2024 22:00	200	22	222	24	100.00
23	5/22/2024 23:00	105	13	118	24	100.00
0	5/23/2024 0:00	60	5	65	24	100.00
1	5/23/2024 1:00	55	9	64	24	100.00
2	5/23/2024 2:00	82	4	86	24	100.00
3	5/23/2024 3:00	251	21	272	24	100.00
4	5/23/2024 4:00	499	34	533	24	100.00
5	5/23/2024 5:00	716	50	766	24	100.00
6	5/23/2024 6:00	520	49	569	24	100.00
7	5/23/2024 7:00	495	44	539	24	100.00
8	5/23/2024 8:00	548	56	604	24	100.00
9	5/23/2024 9:00	458	42	500	24	100.00
10	5/23/2024 10:00	455	52	507	24	100.00
11	5/23/2024 11:00	482	62	544	24	100.00
12	5/23/2024 12:00	482	59	541	24	100.00
13	5/23/2024 13:00	561	70	631	24	100.00
14	5/23/2024 14:00	632	77	709	24	100.00
15	5/23/2024 15:00	624	76	700	24	100.00
16	5/23/2024 16:00	648	71	719	24	100.00
17	5/23/2024 17:00	677	68	745	24	100.00
18	5/23/2024 18:00	630	77	707	24	100.00

Report Data

19	5/23/2024 19:00	467	59	526	24	100.00
20	5/23/2024 20:00	354	57	411	24	100.00
21	5/23/2024 21:00	299	41	340	24	100.00
22	5/23/2024 22:00	190	19	209	24	100.00
23	5/23/2024 23:00	107	18	125	24	100.00
0	5/28/2024 0:00	77	9	86	24	100.00
1	5/28/2024 1:00	64	14	78	24	100.00
2	5/28/2024 2:00	75	9	84	24	100.00
3	5/28/2024 3:00	239	19	258	24	100.00
4	5/28/2024 4:00	533	27	560	24	100.00
5	5/28/2024 5:00	694	36	730	24	100.00
6	5/28/2024 6:00	525	30	555	24	100.00
7	5/28/2024 7:00	468	35	503	24	100.00
8	5/28/2024 8:00	618	48	666	24	100.00
9	5/28/2024 9:00	494	48	542	24	100.00
10	5/28/2024 10:00	512	57	569	24	100.00
11	5/28/2024 11:00	463	55	518	24	100.00
12	5/28/2024 12:00	531	69	600	24	100.00
13	5/28/2024 13:00	623	67	690	24	100.00
14	5/28/2024 14:00	600	73	673	24	100.00
15	5/28/2024 15:00	663	74	737	24	100.00
16	5/28/2024 16:00	629	75	704	24	100.00
17	5/28/2024 17:00	672	81	753	24	100.00
18	5/28/2024 18:00	518	71	589	24	100.00
19	5/28/2024 19:00	411	46	457	24	100.00
20	5/28/2024 20:00	343	48	391	24	100.00
21	5/28/2024 21:00	282	29	311	24	100.00
22	5/28/2024 22:00	209	35	244	24	100.00
23	5/28/2024 23:00	94	11	105	24	100.00
0	5/29/2024 0:00	65	7	72	24	100.00
1	5/29/2024 1:00	52	8	60	24	100.00
2	5/29/2024 2:00	77	6	83	24	100.00
3	5/29/2024 3:00	268	14	282	24	100.00
4	5/29/2024 4:00	539	29	568	24	100.00
5	5/29/2024 5:00	697	43	740	24	100.00
6	5/29/2024 6:00	534	34	568	24	100.00
7	5/29/2024 7:00	495	43	538	24	100.00
8	5/29/2024 8:00	633	62	695	24	100.00
9	5/29/2024 9:00	524	62	586	24	100.00
10	5/29/2024 10:00	512	56	568	24	100.00
11	5/29/2024 11:00	478	61	539	24	100.00
12	5/29/2024 12:00	559	57	616	24	100.00
13	5/29/2024 13:00	563	58	621	24	100.00
14	5/29/2024 14:00	658	77	735	24	100.00
15	5/29/2024 15:00	672	85	757	24	100.00
16	5/29/2024 16:00	663	85	748	24	100.00
17	5/29/2024 17:00	740	69	809	24	100.00
18	5/29/2024 18:00	577	69	646	24	100.00
19	5/29/2024 19:00	433	52	485	24	100.00
20	5/29/2024 20:00	362	45	407	24	100.00
21	5/29/2024 21:00	328	45	373	24	100.00
22	5/29/2024 22:00	217	21	238	24	100.00

Report Data

23	5/29/2024 23:00	104	16	120	24	100.00
0	5/30/2024 0:00	49	6	55	24	100.00
1	5/30/2024 1:00	62	7	69	24	100.00
2	5/30/2024 2:00	75	10	85	24	100.00
3	5/30/2024 3:00	243	22	265	24	100.00
4	5/30/2024 4:00	504	43	547	24	100.00
5	5/30/2024 5:00	702	38	740	24	100.00
6	5/30/2024 6:00	566	33	599	24	100.00
7	5/30/2024 7:00	541	39	580	24	100.00
8	5/30/2024 8:00	618	55	673	24	100.00
9	5/30/2024 9:00	479	43	522	24	100.00
10	5/30/2024 10:00	455	62	517	24	100.00
11	5/30/2024 11:00	449	69	518	24	100.00
12	5/30/2024 12:00	539	77	616	24	100.00
13	5/30/2024 13:00	535	73	608	24	100.00
14	5/30/2024 14:00	584	70	654	24	100.00
15	5/30/2024 15:00	624	67	691	24	100.00
16	5/30/2024 16:00	692	71	763	24	100.00
17	5/30/2024 17:00	642	78	720	24	100.00
18	5/30/2024 18:00	550	64	614	24	100.00
19	5/30/2024 19:00	450	44	494	24	100.00
20	5/30/2024 20:00	333	38	371	24	100.00
21	5/30/2024 21:00	298	46	344	24	100.00
22	5/30/2024 22:00	210	26	236	24	100.00
23	5/30/2024 23:00	119	15	134	24	100.00

[illegible]

Report Data

[illegible]

Report Data

[illegible]

Report Data

7AM Average	541	AM Peak	664
8AM Average	664		
4PM Average	707	PM Peak	775
5PM Average	775		

PeMS Report Description

Report Description

Report	Aggregates>Time Series
Route Name	
Route Description	
Report link	https://pems.dot.ca.gov:443/?report_form=1&dnnode=VDS&content=lo
Report generated	09/24/2025 15:53
PeMS version	caltrans_pems-20.0.1

Report Parameters

Parameter	Value
Quantity	Flow
Data	8,064 Lane Points
Data Quality	100% Observed
Segment Type	VDS
Segment Name	On Ramp VDS 826273 - D St
start date	05/01/2024 00:00:00
end date	05/31/2024 23:59:59
Day of Week	Tu,We,Th
Granularity	hour

PeMS Report Description

[ops&tab=det_timeseries&station_id=826273&s_time_id=1714521600&s_time_id_f=05%2F01%2F20](#)

PeMS Report Description

[124+00%3A00&e_time_id=1717199940&e_time_id_f=05%2F31%2F2024+23%3A59&tod=all&tod_fror](#)

PeMS Report Description

n=0&tod_to=0&dow_2=on&dow_3=on&dow_4=on&q=flow&q2=&gn=hour&agg=on&lane1=on&lane

2=on

Report Data

Hour	Hour	Lane 1 Flow (Veh/Hour)	Lane 1 Truck Pr	Lane 2 Flow (Veh/Hour)	Lane 2 Truck Pr
0	5/1/2024 0:00	135	0.00	195	0.00
1	5/1/2024 1:00	134	0.00	177	0.00
2	5/1/2024 2:00	149	0.00	208	0.00
3	5/1/2024 3:00	274	0.00	474	0.00
4	5/1/2024 4:00	541	0.00	945	0.00
5	5/1/2024 5:00	917	0.00	1394	0.00
6	5/1/2024 6:00	1074	0.00	1341	1.90
7	5/1/2024 7:00	962	0.00	1466	0.00
8	5/1/2024 8:00	770	0.00	1206	0.00
9	5/1/2024 9:00	662	0.00	1143	0.00
10	5/1/2024 10:00	721	0.00	1083	0.00
11	5/1/2024 11:00	702	0.00	1066	0.00
12	5/1/2024 12:00	678	0.00	1024	0.00
13	5/1/2024 13:00	736	0.00	1106	0.00
14	5/1/2024 14:00	789	0.00	1179	0.00
15	5/1/2024 15:00	833	0.00	1263	0.00
16	5/1/2024 16:00	849	0.00	1233	0.00
17	5/1/2024 17:00	809	0.00	1234	0.00
18	5/1/2024 18:00	782	0.00	1143	0.00
19	5/1/2024 19:00	571	0.00	909	0.00
20	5/1/2024 20:00	456	0.00	727	0.00
21	5/1/2024 21:00	436	0.00	618	0.00
22	5/1/2024 22:00	266	0.00	409	0.00
23	5/1/2024 23:00	187	0.00	310	0.00
0	5/2/2024 0:00	136	0.00	195	0.00
1	5/2/2024 1:00	131	0.00	190	0.00
2	5/2/2024 2:00	156	0.00	207	0.00
3	5/2/2024 3:00	308	0.00	523	0.00
4	5/2/2024 4:00	545	0.00	901	0.00
5	5/2/2024 5:00	887	0.00	1342	0.50
6	5/2/2024 6:00	1016	0.00	1455	0.40
7	5/2/2024 7:00	898	0.00	1362	0.00
8	5/2/2024 8:00	743	0.00	1209	0.00
9	5/2/2024 9:00	680	0.00	1138	0.00
10	5/2/2024 10:00	739	0.00	1101	0.00
11	5/2/2024 11:00	687	0.00	1068	0.00
12	5/2/2024 12:00	723	0.00	1122	0.00
13	5/2/2024 13:00	772	0.00	1127	0.00
14	5/2/2024 14:00	839	0.00	1231	0.00
15	5/2/2024 15:00	804	0.00	1216	0.00
16	5/2/2024 16:00	857	0.00	1307	0.00
17	5/2/2024 17:00	858	0.00	1284	0.00
18	5/2/2024 18:00	789	0.00	1108	0.00
19	5/2/2024 19:00	570	0.00	892	0.00
20	5/2/2024 20:00	498	0.00	852	0.00
21	5/2/2024 21:00	399	0.00	667	0.00
22	5/2/2024 22:00	290	0.00	513	0.00
23	5/2/2024 23:00	215	0.00	343	0.00
0	5/3/2024 0:00	144	0.00	241	0.00
1	5/3/2024 1:00	130	0.00	180	0.00
2	5/3/2024 2:00	156	0.00	239	0.00

Report Data

3	5/3/2024 3:00	256	0.00	475	0.00
4	5/3/2024 4:00	488	0.00	860	0.00
5	5/3/2024 5:00	764	0.00	1259	0.80
6	5/3/2024 6:00	860	0.00	1380	0.00
7	5/3/2024 7:00	867	0.00	1339	0.00
8	5/3/2024 8:00	798	0.00	1257	0.00
9	5/3/2024 9:00	738	0.00	1217	0.00
10	5/3/2024 10:00	715	0.00	1092	0.00
11	5/3/2024 11:00	725	0.00	1060	0.00
12	5/3/2024 12:00	755	0.00	1113	0.00
13	5/3/2024 13:00	831	0.00	1206	0.00
14	5/3/2024 14:00	922	0.00	1335	0.00
15	5/3/2024 15:00	908	0.00	1280	0.00
16	5/3/2024 16:00	881	0.00	1349	0.00
17	5/3/2024 17:00	896	0.00	1301	0.00
18	5/3/2024 18:00	887	0.00	1274	0.00
19	5/3/2024 19:00	648	0.00	927	0.00
20	5/3/2024 20:00	554	0.00	907	0.00
21	5/3/2024 21:00	503	0.00	844	0.00
22	5/3/2024 22:00	407	0.00	663	0.00
23	5/3/2024 23:00	263	0.00	453	0.00
0	5/7/2024 0:00	163	0.00	219	0.00
1	5/7/2024 1:00	137	0.00	180	0.00
2	5/7/2024 2:00	165	0.00	207	0.00
3	5/7/2024 3:00	262	0.00	498	0.00
4	5/7/2024 4:00	557	0.00	925	0.00
5	5/7/2024 5:00	800	0.00	1398	0.00
6	5/7/2024 6:00	1130	0.00	1479	1.80
7	5/7/2024 7:00	952	0.00	1428	0.00
8	5/7/2024 8:00	728	0.00	1227	0.00
9	5/7/2024 9:00	656	0.00	1052	0.00
10	5/7/2024 10:00	677	0.00	1061	0.00
11	5/7/2024 11:00	632	0.00	949	0.00
12	5/7/2024 12:00	637	0.00	1014	0.00
13	5/7/2024 13:00	808	0.00	1192	0.00
14	5/7/2024 14:00	786	0.00	1185	0.00
15	5/7/2024 15:00	841	0.00	1216	0.00
16	5/7/2024 16:00	820	0.00	1198	0.00
17	5/7/2024 17:00	865	0.00	1260	0.00
18	5/7/2024 18:00	697	0.00	1039	0.00
19	5/7/2024 19:00	555	0.00	848	0.00
20	5/7/2024 20:00	482	0.00	716	0.00
21	5/7/2024 21:00	401	0.00	643	0.00
22	5/7/2024 22:00	304	0.00	424	0.00
23	5/7/2024 23:00	211	0.00	284	0.00
0	5/8/2024 0:00	150	0.00	205	0.00
1	5/8/2024 1:00	119	0.00	185	0.00
2	5/8/2024 2:00	149	0.00	203	0.00
3	5/8/2024 3:00	320	0.00	501	0.00
4	5/8/2024 4:00	543	0.00	950	0.00
5	5/8/2024 5:00	803	0.00	1446	0.00
6	5/8/2024 6:00	977	0.00	1336	1.60

Report Data

7	5/8/2024 7:00	917	0.00	1325	0.00
8	5/8/2024 8:00	726	0.00	1230	0.00
9	5/8/2024 9:00	692	0.00	1099	0.00
10	5/8/2024 10:00	656	0.00	1077	0.00
11	5/8/2024 11:00	655	0.00	1036	0.00
12	5/8/2024 12:00	707	0.00	1035	0.00
13	5/8/2024 13:00	734	0.00	1070	0.00
14	5/8/2024 14:00	828	0.00	1212	0.00
15	5/8/2024 15:00	859	0.00	1221	0.00
16	5/8/2024 16:00	866	0.00	1316	0.00
17	5/8/2024 17:00	810	0.00	1220	0.00
18	5/8/2024 18:00	769	0.00	1120	0.00
19	5/8/2024 19:00	597	0.00	863	0.00
20	5/8/2024 20:00	448	0.00	734	0.00
21	5/8/2024 21:00	370	0.00	622	0.00
22	5/8/2024 22:00	308	0.00	456	0.00
23	5/8/2024 23:00	184	0.00	314	0.00
0	5/9/2024 0:00	129	0.00	183	0.00
1	5/9/2024 1:00	135	0.00	190	0.00
2	5/9/2024 2:00	150	0.00	224	0.00
3	5/9/2024 3:00	300	0.00	482	0.00
4	5/9/2024 4:00	534	0.00	929	0.00
5	5/9/2024 5:00	923	0.00	1391	0.10
6	5/9/2024 6:00	1087	0.00	1389	0.50
7	5/9/2024 7:00	941	0.00	1365	0.00
8	5/9/2024 8:00	811	0.00	1290	0.00
9	5/9/2024 9:00	674	0.00	1072	0.00
10	5/9/2024 10:00	691	0.00	1077	0.00
11	5/9/2024 11:00	678	0.00	1019	0.00
12	5/9/2024 12:00	710	0.00	1085	0.00
13	5/9/2024 13:00	734	0.00	1120	0.00
14	5/9/2024 14:00	784	0.00	1189	0.00
15	5/9/2024 15:00	818	0.00	1218	0.00
16	5/9/2024 16:00	828	0.00	1282	0.00
17	5/9/2024 17:00	892	0.00	1289	0.00
18	5/9/2024 18:00	759	0.00	1094	0.00
19	5/9/2024 19:00	591	0.00	911	0.00
20	5/9/2024 20:00	476	0.00	867	0.00
21	5/9/2024 21:00	399	0.00	713	0.00
22	5/9/2024 22:00	319	0.00	500	0.00
23	5/9/2024 23:00	238	0.00	339	0.00
0	5/10/2024 0:00	149	0.00	221	0.00
1	5/10/2024 1:00	128	0.00	188	0.00
2	5/10/2024 2:00	150	0.00	212	0.00
3	5/10/2024 3:00	244	0.00	438	0.00
4	5/10/2024 4:00	508	0.00	891	0.00
5	5/10/2024 5:00	724	0.00	1263	0.00
6	5/10/2024 6:00	890	0.00	1455	0.00
7	5/10/2024 7:00	823	0.00	1292	0.00
8	5/10/2024 8:00	739	0.00	1233	0.00
9	5/10/2024 9:00	737	0.00	1142	0.00
10	5/10/2024 10:00	760	0.00	1100	0.00

Report Data

11	5/10/2024 11:00	739	0.00	1113	0.00
12	5/10/2024 12:00	736	0.00	1160	0.00
13	5/10/2024 13:00	734	0.00	1201	0.00
14	5/10/2024 14:00	909	0.00	1355	0.00
15	5/10/2024 15:00	862	0.00	1286	0.00
16	5/10/2024 16:00	926	0.00	1274	0.10
17	5/10/2024 17:00	846	0.00	1139	0.30
18	5/10/2024 18:00	822	0.00	1184	0.00
19	5/10/2024 19:00	686	0.00	1043	0.00
20	5/10/2024 20:00	579	0.00	927	0.00
21	5/10/2024 21:00	523	0.00	863	0.00
22	5/10/2024 22:00	433	0.00	706	0.00
23	5/10/2024 23:00	300	0.00	486	0.00
0	5/14/2024 0:00	132	0.00	193	0.00
1	5/14/2024 1:00	131	0.00	204	0.00
2	5/14/2024 2:00	148	0.00	188	0.00
3	5/14/2024 3:00	280	0.00	477	0.00
4	5/14/2024 4:00	558	0.00	950	0.00
5	5/14/2024 5:00	918	0.00	1395	0.60
6	5/14/2024 6:00	1157	0.00	1320	0.50
7	5/14/2024 7:00	880	0.00	1378	0.00
8	5/14/2024 8:00	756	0.00	1178	0.00
9	5/14/2024 9:00	656	0.00	1054	0.00
10	5/14/2024 10:00	670	0.00	1093	0.00
11	5/14/2024 11:00	670	0.00	1048	0.00
12	5/14/2024 12:00	684	0.00	1067	0.00
13	5/14/2024 13:00	726	0.00	1123	0.00
14	5/14/2024 14:00	834	0.00	1162	0.00
15	5/14/2024 15:00	856	0.00	1199	0.00
16	5/14/2024 16:00	801	0.00	1210	0.00
17	5/14/2024 17:00	856	0.00	1272	0.00
18	5/14/2024 18:00	709	0.00	1046	0.00
19	5/14/2024 19:00	594	0.00	860	0.00
20	5/14/2024 20:00	477	0.00	715	0.00
21	5/14/2024 21:00	390	0.00	660	0.00
22	5/14/2024 22:00	315	0.00	463	0.00
23	5/14/2024 23:00	189	0.00	299	0.00
0	5/15/2024 0:00	133	0.00	238	0.00
1	5/15/2024 1:00	145	0.00	193	0.00
2	5/15/2024 2:00	149	0.00	212	0.00
3	5/15/2024 3:00	271	0.00	485	0.00
4	5/15/2024 4:00	567	0.00	962	0.00
5	5/15/2024 5:00	827	0.00	1402	0.40
6	5/15/2024 6:00	1036	0.00	1335	1.40
7	5/15/2024 7:00	907	0.00	1355	0.00
8	5/15/2024 8:00	720	0.00	1195	0.00
9	5/15/2024 9:00	690	0.00	1095	0.00
10	5/15/2024 10:00	662	0.00	1007	0.00
11	5/15/2024 11:00	662	0.00	963	0.00
12	5/15/2024 12:00	748	0.00	1094	0.00
13	5/15/2024 13:00	733	0.00	1165	0.00
14	5/15/2024 14:00	827	0.00	1318	0.00

Report Data

15	5/15/2024 15:00	875	0.00	1253	0.00
16	5/15/2024 16:00	856	0.00	1270	0.00
17	5/15/2024 17:00	872	0.00	1286	0.00
18	5/15/2024 18:00	775	0.00	1106	0.00
19	5/15/2024 19:00	539	0.00	855	0.00
20	5/15/2024 20:00	416	0.00	742	0.00
21	5/15/2024 21:00	433	0.00	665	0.00
22	5/15/2024 22:00	282	0.00	449	0.00
23	5/15/2024 23:00	232	0.00	293	0.00
0	5/16/2024 0:00	142	0.00	205	0.00
1	5/16/2024 1:00	130	0.00	193	0.00
2	5/16/2024 2:00	145	0.00	234	0.00
3	5/16/2024 3:00	286	0.00	477	0.00
4	5/16/2024 4:00	533	0.00	978	0.00
5	5/16/2024 5:00	806	0.00	1372	0.00
6	5/16/2024 6:00	1068	0.00	1473	1.10
7	5/16/2024 7:00	931	0.00	1404	0.00
8	5/16/2024 8:00	776	0.00	1228	0.00
9	5/16/2024 9:00	689	0.00	1115	0.00
10	5/16/2024 10:00	682	0.00	1097	0.00
11	5/16/2024 11:00	711	0.00	1101	0.00
12	5/16/2024 12:00	707	0.00	1109	0.00
13	5/16/2024 13:00	786	0.00	1197	0.00
14	5/16/2024 14:00	834	0.00	1289	0.00
15	5/16/2024 15:00	898	0.00	1307	0.00
16	5/16/2024 16:00	867	0.00	1298	0.00
17	5/16/2024 17:00	841	0.00	1233	0.00
18	5/16/2024 18:00	808	0.00	1159	0.00
19	5/16/2024 19:00	584	0.00	941	0.00
20	5/16/2024 20:00	510	0.00	795	0.00
21	5/16/2024 21:00	411	0.00	676	0.00
22	5/16/2024 22:00	305	0.00	511	0.00
23	5/16/2024 23:00	219	0.00	367	0.00
0	5/17/2024 0:00	143	0.00	245	0.00
1	5/17/2024 1:00	112	0.00	181	0.00
2	5/17/2024 2:00	163	0.00	230	0.00
3	5/17/2024 3:00	292	0.00	469	0.00
4	5/17/2024 4:00	530	0.00	904	0.00
5	5/17/2024 5:00	725	0.00	1305	0.00
6	5/17/2024 6:00	881	0.00	1474	0.00
7	5/17/2024 7:00	880	0.00	1331	0.00
8	5/17/2024 8:00	802	0.00	1235	0.00
9	5/17/2024 9:00	741	0.00	1204	0.00
10	5/17/2024 10:00	729	0.00	1188	0.00
11	5/17/2024 11:00	700	0.00	1135	0.00
12	5/17/2024 12:00	707	0.00	1113	0.00
13	5/17/2024 13:00	787	0.00	1212	0.00
14	5/17/2024 14:00	817	0.00	1322	0.00
15	5/17/2024 15:00	869	0.00	1317	0.00
16	5/17/2024 16:00	885	0.00	1349	0.00
17	5/17/2024 17:00	872	0.00	1327	0.00
18	5/17/2024 18:00	839	0.00	1227	0.00

Report Data

19	5/17/2024 19:00	643	0.00	1008	0.00
20	5/17/2024 20:00	585	0.00	968	0.00
21	5/17/2024 21:00	525	0.00	842	0.00
22	5/17/2024 22:00	387	0.00	642	0.00
23	5/17/2024 23:00	289	0.00	485	0.00
0	5/21/2024 0:00	135	0.00	194	0.00
1	5/21/2024 1:00	131	0.00	188	0.00
2	5/21/2024 2:00	136	0.00	203	0.00
3	5/21/2024 3:00	261	0.00	498	0.00
4	5/21/2024 4:00	524	0.00	939	0.00
5	5/21/2024 5:00	843	0.00	1485	0.00
6	5/21/2024 6:00	1034	0.00	1455	0.00
7	5/21/2024 7:00	919	0.00	1391	0.00
8	5/21/2024 8:00	706	0.00	1227	0.00
9	5/21/2024 9:00	680	0.00	1073	0.00
10	5/21/2024 10:00	693	0.00	1112	0.00
11	5/21/2024 11:00	666	0.00	1077	0.00
12	5/21/2024 12:00	747	0.00	1100	0.20
13	5/21/2024 13:00	686	0.00	1101	0.00
14	5/21/2024 14:00	771	0.00	1183	0.00
15	5/21/2024 15:00	833	0.00	1247	0.00
16	5/21/2024 16:00	811	0.00	1223	0.00
17	5/21/2024 17:00	836	0.00	1256	0.00
18	5/21/2024 18:00	725	0.00	1088	0.00
19	5/21/2024 19:00	561	0.00	832	0.00
20	5/21/2024 20:00	415	0.00	660	0.00
21	5/21/2024 21:00	392	0.00	639	0.00
22	5/21/2024 22:00	297	0.00	434	0.00
23	5/21/2024 23:00	189	0.00	282	0.00
0	5/22/2024 0:00	140	0.00	206	0.00
1	5/22/2024 1:00	141	0.00	184	0.00
2	5/22/2024 2:00	136	0.00	204	0.00
3	5/22/2024 3:00	302	0.00	467	0.00
4	5/22/2024 4:00	551	0.00	940	0.00
5	5/22/2024 5:00	918	0.00	1432	0.00
6	5/22/2024 6:00	1180	0.00	1404	1.70
7	5/22/2024 7:00	898	0.00	1353	0.00
8	5/22/2024 8:00	754	0.00	1179	0.00
9	5/22/2024 9:00	684	0.00	1091	0.00
10	5/22/2024 10:00	731	0.00	1086	0.00
11	5/22/2024 11:00	671	0.00	1056	0.00
12	5/22/2024 12:00	719	0.00	1100	0.00
13	5/22/2024 13:00	761	0.00	1174	0.00
14	5/22/2024 14:00	788	0.00	1205	0.00
15	5/22/2024 15:00	872	0.00	1312	0.00
16	5/22/2024 16:00	837	0.00	1249	0.00
17	5/22/2024 17:00	843	0.00	1263	0.00
18	5/22/2024 18:00	775	0.00	1139	0.00
19	5/22/2024 19:00	576	0.00	895	0.00
20	5/22/2024 20:00	469	0.00	737	0.00
21	5/22/2024 21:00	399	0.00	652	0.00
22	5/22/2024 22:00	309	0.00	469	0.00

Report Data

23	5/22/2024 23:00	192	0.00	297	0.00
0	5/23/2024 0:00	127	0.00	200	0.00
1	5/23/2024 1:00	127	0.00	176	0.00
2	5/23/2024 2:00	140	0.00	200	0.00
3	5/23/2024 3:00	299	0.00	478	0.00
4	5/23/2024 4:00	535	0.00	915	0.00
5	5/23/2024 5:00	890	0.00	1363	0.00
6	5/23/2024 6:00	1052	0.00	1451	0.80
7	5/23/2024 7:00	861	0.00	1345	0.00
8	5/23/2024 8:00	761	0.00	1209	0.00
9	5/23/2024 9:00	733	0.00	1133	0.00
10	5/23/2024 10:00	679	0.00	1050	0.00
11	5/23/2024 11:00	773	0.00	1061	0.80
12	5/23/2024 12:00	707	0.00	1070	0.00
13	5/23/2024 13:00	779	0.00	1151	0.00
14	5/23/2024 14:00	823	0.00	1272	0.00
15	5/23/2024 15:00	845	0.00	1240	0.00
16	5/23/2024 16:00	840	0.00	1327	0.00
17	5/23/2024 17:00	887	0.00	1329	0.00
18	5/23/2024 18:00	775	0.00	1131	0.00
19	5/23/2024 19:00	603	0.00	872	0.00
20	5/23/2024 20:00	543	0.00	879	0.00
21	5/23/2024 21:00	437	0.00	710	0.00
22	5/23/2024 22:00	337	0.00	522	0.00
23	5/23/2024 23:00	222	0.00	335	0.00
0	5/24/2024 0:00	159	0.00	234	0.00
1	5/24/2024 1:00	115	0.00	192	0.00
2	5/24/2024 2:00	142	0.00	217	0.00
3	5/24/2024 3:00	290	0.00	446	0.00
4	5/24/2024 4:00	510	0.00	894	0.00
5	5/24/2024 5:00	739	0.00	1251	0.00
6	5/24/2024 6:00	843	0.00	1367	0.00
7	5/24/2024 7:00	889	0.00	1342	0.00
8	5/24/2024 8:00	780	0.00	1246	0.00
9	5/24/2024 9:00	736	0.00	1192	0.00
10	5/24/2024 10:00	745	0.00	1150	0.00
11	5/24/2024 11:00	721	0.00	1211	0.00
12	5/24/2024 12:00	763	0.00	1203	0.00
13	5/24/2024 13:00	849	0.00	1319	0.00
14	5/24/2024 14:00	874	0.00	1377	0.00
15	5/24/2024 15:00	920	0.00	1335	0.00
16	5/24/2024 16:00	858	0.00	1356	0.00
17	5/24/2024 17:00	867	0.00	1325	0.00
18	5/24/2024 18:00	792	0.00	1193	0.00
19	5/24/2024 19:00	709	0.00	1081	0.00
20	5/24/2024 20:00	564	0.00	910	0.00
21	5/24/2024 21:00	480	0.00	835	0.00
22	5/24/2024 22:00	398	0.00	668	0.00
23	5/24/2024 23:00	290	0.00	472	0.00
0	5/28/2024 0:00	133	0.00	247	0.00
1	5/28/2024 1:00	120	0.00	217	0.00
2	5/28/2024 2:00	136	0.00	234	0.00

Report Data

3	5/28/2024 3:00	310	0.00	511	0.00
4	5/28/2024 4:00	548	0.00	1005	0.00
5	5/28/2024 5:00	842	0.00	1460	0.00
6	5/28/2024 6:00	1080	0.00	1288	1.60
7	5/28/2024 7:00	880	0.00	1314	0.00
8	5/28/2024 8:00	750	0.00	1203	0.00
9	5/28/2024 9:00	725	0.00	1166	0.00
10	5/28/2024 10:00	706	0.00	1104	0.00
11	5/28/2024 11:00	723	0.00	1052	0.00
12	5/28/2024 12:00	733	0.00	1085	0.00
13	5/28/2024 13:00	814	0.00	1219	0.00
14	5/28/2024 14:00	802	0.00	1198	0.00
15	5/28/2024 15:00	886	0.00	1254	0.00
16	5/28/2024 16:00	823	0.00	1238	0.00
17	5/28/2024 17:00	827	0.00	1261	0.00
18	5/28/2024 18:00	693	0.00	1033	0.00
19	5/28/2024 19:00	576	0.00	866	0.00
20	5/28/2024 20:00	448	0.00	697	0.00
21	5/28/2024 21:00	386	0.00	631	0.00
22	5/28/2024 22:00	316	0.00	484	0.00
23	5/28/2024 23:00	202	0.00	348	0.00
0	5/29/2024 0:00	129	0.00	215	0.00
1	5/29/2024 1:00	116	0.00	187	0.00
2	5/29/2024 2:00	165	0.00	195	0.00
3	5/29/2024 3:00	306	0.00	519	0.00
4	5/29/2024 4:00	566	0.00	976	0.00
5	5/29/2024 5:00	811	0.00	1377	0.00
6	5/29/2024 6:00	1074	0.00	1417	0.10
7	5/29/2024 7:00	855	0.00	1375	0.00
8	5/29/2024 8:00	777	0.00	1234	0.00
9	5/29/2024 9:00	734	0.00	1201	0.00
10	5/29/2024 10:00	701	0.00	1111	0.00
11	5/29/2024 11:00	651	0.00	1014	0.00
12	5/29/2024 12:00	685	0.00	1135	0.00
13	5/29/2024 13:00	776	0.00	1128	0.00
14	5/29/2024 14:00	797	0.00	1245	0.00
15	5/29/2024 15:00	875	0.00	1261	0.00
16	5/29/2024 16:00	839	0.00	1254	0.00
17	5/29/2024 17:00	885	0.00	1290	0.00
18	5/29/2024 18:00	708	0.00	1097	0.00
19	5/29/2024 19:00	600	0.00	896	0.00
20	5/29/2024 20:00	473	0.00	741	0.00
21	5/29/2024 21:00	419	0.00	651	0.00
22	5/29/2024 22:00	314	0.00	504	0.00
23	5/29/2024 23:00	183	0.00	301	0.00
0	5/30/2024 0:00	122	0.00	207	0.00
1	5/30/2024 1:00	129	0.00	159	0.00
2	5/30/2024 2:00	150	0.00	210	0.00
3	5/30/2024 3:00	320	0.00	492	0.00
4	5/30/2024 4:00	545	0.00	928	0.00
5	5/30/2024 5:00	793	0.00	1414	0.00
6	5/30/2024 6:00	1067	0.00	1442	0.00

Report Data

7	5/30/2024 7:00	933	0.00	1380	0.00
8	5/30/2024 8:00	778	0.00	1242	0.00
9	5/30/2024 9:00	701	0.00	1141	0.00
10	5/30/2024 10:00	697	0.00	1079	0.00
11	5/30/2024 11:00	673	0.00	1062	0.00
12	5/30/2024 12:00	725	0.00	1154	0.00
13	5/30/2024 13:00	743	0.00	1121	0.00
14	5/30/2024 14:00	788	0.00	1189	0.00
15	5/30/2024 15:00	839	0.00	1275	0.00
16	5/30/2024 16:00	863	0.00	1256	0.00
17	5/30/2024 17:00	847	0.00	1175	0.00
18	5/30/2024 18:00	675	0.00	1053	0.00
19	5/30/2024 19:00	617	0.00	913	0.00
20	5/30/2024 20:00	498	0.00	846	0.00
21	5/30/2024 21:00	432	0.00	769	0.00
22	5/30/2024 22:00	344	0.00	573	0.00
23	5/30/2024 23:00	209	0.00	383	0.00
0	5/31/2024 0:00	160	0.00	259	0.00
1	5/31/2024 1:00	133	0.00	194	0.00
2	5/31/2024 2:00	179	0.00	231	0.00
3	5/31/2024 3:00	261	0.00	501	0.00
4	5/31/2024 4:00	542	0.00	921	0.00
5	5/31/2024 5:00	767	0.00	1311	0.00
6	5/31/2024 6:00	867	0.00	1389	0.00
7	5/31/2024 7:00	829	0.00	1387	0.00
8	5/31/2024 8:00	740	0.00	1240	0.00
9	5/31/2024 9:00	732	0.00	1208	0.00
10	5/31/2024 10:00	736	0.00	1086	0.00
11	5/31/2024 11:00	765	0.00	1073	1.20
12	5/31/2024 12:00	719	0.00	1120	0.00
13	5/31/2024 13:00	782	0.00	1218	0.00
14	5/31/2024 14:00	854	0.00	1326	0.00
15	5/31/2024 15:00	900	0.00	1301	0.00
16	5/31/2024 16:00	919	0.00	1358	0.00
17	5/31/2024 17:00	878	0.00	1306	0.00
18	5/31/2024 18:00	778	0.00	1216	0.00
19	5/31/2024 19:00	683	0.00	1032	0.00
20	5/31/2024 20:00	598	0.00	945	0.00
21	5/31/2024 21:00	569	0.00	841	0.00
22	5/31/2024 22:00	412	0.00	645	0.00
23	5/31/2024 23:00	280	0.00	479	0.00

Report Data

Lane 3 Flow (Veh/Hour)	Lane 3 Truck Pr	Flow (Veh/Hour)	Truck Prop (%)	# Lane Points	% Observed
119	0.00	449	0.00	36	100.00
95	0.00	406	0.00	36	100.00
118	0.00	475	0.00	36	100.00
389	0.00	1137	0.00	36	100.00
1047	0.00	2533	0.00	36	100.00
1647	0.60	3958	0.30	36	100.00
1423	2.20	3838	1.50	36	100.00
1541	0.00	3969	0.00	36	100.00
1261	0.00	3237	0.00	36	100.00
1273	0.00	3078	0.00	36	100.00
1280	0.00	3084	0.00	36	100.00
1177	0.00	2945	0.00	36	100.00
1122	0.00	2824	0.00	36	100.00
1310	0.00	3152	0.00	36	100.00
1358	0.00	3326	0.00	36	100.00
1525	0.00	3621	0.00	36	100.00
1496	0.00	3578	0.00	36	100.00
1381	0.00	3424	0.00	36	100.00
1262	0.00	3187	0.00	36	100.00
958	0.00	2438	0.00	36	100.00
671	0.00	1854	0.00	36	100.00
557	0.00	1611	0.00	36	100.00
322	0.00	997	0.00	36	100.00
204	0.00	701	0.00	36	100.00
142	0.00	473	0.00	36	100.00
115	0.00	436	0.00	36	100.00
136	0.00	499	0.00	36	100.00
407	0.00	1238	0.00	36	100.00
1060	0.00	2506	0.00	36	100.00
1664	0.10	3893	0.20	36	100.00
1678	2.20	4149	1.00	36	100.00
1446	0.00	3706	0.00	36	100.00
1405	0.00	3357	0.00	36	100.00
1285	0.00	3103	0.00	36	100.00
1277	0.00	3117	0.00	36	100.00
1172	0.00	2927	0.00	36	100.00
1168	0.00	3013	0.00	36	100.00
1317	0.00	3216	0.00	36	100.00
1527	0.00	3597	0.00	36	100.00
1384	0.00	3404	0.00	36	100.00
1588	0.00	3752	0.00	36	100.00
1473	0.00	3615	0.00	36	100.00
1235	0.00	3132	0.00	36	100.00
947	0.00	2409	0.00	36	100.00
866	0.00	2216	0.00	36	100.00
647	0.00	1713	0.00	36	100.00
401	0.00	1204	0.00	36	100.00
248	0.00	806	0.00	36	100.00
129	0.00	514	0.00	36	100.00
138	0.00	448	0.00	36	100.00
134	0.00	529	0.00	36	100.00

Report Data

389	0.00	1120	0.00	36	100.00
924	0.00	2272	0.00	36	100.00
1534	0.60	3557	0.50	36	100.00
1567	0.40	3807	0.20	36	100.00
1456	0.00	3662	0.00	36	100.00
1383	0.00	3438	0.00	36	100.00
1360	0.00	3315	0.00	36	100.00
1270	0.00	3077	0.00	36	100.00
1254	0.00	3039	0.00	36	100.00
1369	0.00	3237	0.00	36	100.00
1434	0.00	3471	0.00	36	100.00
1563	0.00	3820	0.00	36	100.00
1527	0.00	3715	0.00	36	100.00
1520	0.00	3750	0.00	36	100.00
1510	0.00	3707	0.00	36	100.00
1434	0.00	3595	0.00	36	100.00
1079	0.00	2654	0.00	36	100.00
896	0.00	2357	0.00	36	100.00
867	0.00	2214	0.00	36	100.00
586	0.00	1656	0.00	36	100.00
364	0.00	1080	0.00	36	100.00
127	0.00	509	0.00	36	100.00
105	0.00	422	0.00	36	100.00
143	0.00	515	0.00	36	100.00
453	0.00	1213	0.00	36	100.00
1062	0.00	2544	0.00	36	100.00
1704	0.00	3902	0.00	36	100.00
1602	3.60	4211	2.00	36	100.00
1525	0.00	3905	0.00	36	100.00
1235	0.00	3190	0.00	36	100.00
1176	0.00	2884	0.00	36	100.00
1155	0.00	2893	0.00	36	100.00
974	0.00	2555	0.00	36	100.00
1159	0.00	2810	0.00	36	100.00
1342	0.00	3342	0.00	36	100.00
1327	0.00	3298	0.00	36	100.00
1470	0.00	3527	0.00	36	100.00
1460	0.00	3478	0.00	36	100.00
1523	0.00	3648	0.00	36	100.00
1135	0.00	2871	0.00	36	100.00
837	0.00	2240	0.00	36	100.00
730	0.00	1928	0.00	36	100.00
553	0.00	1597	0.00	36	100.00
377	0.00	1105	0.00	36	100.00
192	0.00	687	0.00	36	100.00
136	0.00	491	0.00	36	100.00
111	0.00	415	0.00	36	100.00
133	0.00	485	0.00	36	100.00
476	0.00	1297	0.00	36	100.00
1025	0.00	2518	0.00	36	100.00
1802	0.00	4051	0.00	36	100.00
1370	3.00	3683	1.70	36	100.00

Report Data

1450	0.00	3692	0.00	36	100.00
1380	0.00	3336	0.00	36	100.00
1277	0.00	3068	0.00	36	100.00
1223	0.00	2956	0.00	36	100.00
1120	0.00	2811	0.00	36	100.00
1130	0.00	2872	0.00	36	100.00
1229	0.00	3033	0.00	36	100.00
1376	0.00	3416	0.00	36	100.00
1452	0.00	3532	0.00	36	100.00
1539	0.00	3721	0.00	36	100.00
1398	0.00	3428	0.00	36	100.00
1221	0.00	3110	0.00	36	100.00
903	0.00	2363	0.00	36	100.00
713	0.00	1895	0.00	36	100.00
521	0.00	1513	0.00	36	100.00
383	0.00	1147	0.00	36	100.00
220	0.00	718	0.00	36	100.00
139	0.00	451	0.00	36	100.00
104	0.00	429	0.00	36	100.00
135	0.00	509	0.00	36	100.00
461	0.00	1243	0.00	36	100.00
1027	0.00	2490	0.00	36	100.00
1645	0.20	3959	0.20	36	100.00
1506	1.10	3982	0.60	36	100.00
1457	0.00	3763	0.00	36	100.00
1194	0.00	3295	0.00	36	100.00
1186	0.00	2932	0.00	36	100.00
1188	0.00	2956	0.00	36	100.00
1099	0.00	2796	0.00	36	100.00
1211	0.00	3006	0.00	36	100.00
1253	0.00	3107	0.00	36	100.00
1379	0.00	3352	0.00	36	100.00
1515	0.00	3551	0.00	36	100.00
1488	0.00	3598	0.00	36	100.00
1453	0.00	3634	0.00	36	100.00
1225	0.00	3078	0.00	36	100.00
994	0.00	2496	0.00	36	100.00
897	0.00	2240	0.00	36	100.00
693	0.00	1805	0.00	36	100.00
465	0.00	1284	0.00	36	100.00
232	0.00	809	0.00	36	100.00
135	0.00	505	0.00	36	100.00
123	0.00	439	0.00	36	100.00
123	0.00	485	0.00	36	100.00
415	0.00	1097	0.00	36	100.00
953	0.00	2352	0.00	36	100.00
1498	0.00	3485	0.00	36	100.00
1664	0.00	4009	0.00	36	100.00
1541	0.00	3656	0.00	36	100.00
1401	0.00	3373	0.00	36	100.00
1374	0.00	3253	0.00	36	100.00
1282	0.00	3142	0.00	36	100.00

Report Data

1201	0.00	3053	0.00	36	100.00
1336	0.00	3232	0.00	36	100.00
1317	0.00	3252	0.00	36	100.00
1561	0.00	3825	0.00	36	100.00
1437	0.00	3585	0.00	36	100.00
1436	0.10	3636	0.10	36	100.00
1328	0.90	3313	0.50	36	100.00
1377	0.00	3383	0.00	36	100.00
1158	0.00	2887	0.00	36	100.00
992	0.00	2498	0.00	36	100.00
887	0.00	2273	0.00	36	100.00
640	0.00	1779	0.00	36	100.00
383	0.00	1169	0.00	36	100.00
135	0.00	460	0.00	36	100.00
114	0.00	449	0.00	36	100.00
142	0.00	478	0.00	36	100.00
428	0.00	1185	0.00	36	100.00
1073	0.00	2581	0.00	36	100.00
1677	0.80	3990	0.60	36	100.00
1392	1.30	3869	0.60	36	100.00
1487	0.00	3745	0.00	36	100.00
1271	0.00	3205	0.00	36	100.00
1224	0.00	2934	0.00	36	100.00
1203	0.00	2966	0.00	36	100.00
1117	0.00	2835	0.00	36	100.00
1134	0.00	2885	0.00	36	100.00
1228	0.00	3077	0.00	36	100.00
1379	0.00	3375	0.00	36	100.00
1435	0.00	3490	0.00	36	100.00
1366	0.00	3377	0.00	36	100.00
1491	0.00	3619	0.00	36	100.00
1149	0.00	2904	0.00	36	100.00
887	0.00	2341	0.00	36	100.00
689	0.00	1881	0.00	36	100.00
572	0.00	1622	0.00	36	100.00
378	0.00	1156	0.00	36	100.00
206	0.00	694	0.00	36	100.00
141	0.00	512	0.00	36	100.00
114	0.00	452	0.00	36	100.00
144	0.00	505	0.00	36	100.00
440	0.00	1196	0.00	36	100.00
1126	0.00	2655	0.00	36	100.00
1715	0.30	3944	0.30	36	100.00
1416	2.80	3787	1.60	36	100.00
1436	0.00	3698	0.00	36	100.00
1318	0.00	3233	0.00	36	100.00
1159	0.00	2944	0.00	36	100.00
1101	0.00	2770	0.00	36	100.00
1023	0.00	2648	0.00	36	100.00
1215	0.00	3057	0.00	36	100.00
1274	0.00	3172	0.00	36	100.00
1551	0.00	3696	0.00	36	100.00

Report Data

1531	0.00	3659	0.00	36	100.00
1528	0.00	3654	0.00	36	100.00
1457	0.00	3615	0.00	36	100.00
1214	0.00	3095	0.00	36	100.00
931	0.00	2325	0.00	36	100.00
735	0.00	1893	0.00	36	100.00
590	0.00	1688	0.00	36	100.00
371	0.00	1102	0.00	36	100.00
204	0.00	729	0.00	36	100.00
136	0.00	483	0.00	36	100.00
111	0.00	434	0.00	36	100.00
141	0.00	520	0.00	36	100.00
450	0.00	1213	0.00	36	100.00
1070	0.00	2581	0.00	36	100.00
1705	0.00	3883	0.00	36	100.00
1572	2.90	4113	1.50	36	100.00
1521	0.00	3856	0.00	36	100.00
1354	0.00	3358	0.00	36	100.00
1288	0.00	3092	0.00	36	100.00
1315	0.00	3094	0.00	36	100.00
1245	0.00	3057	0.00	36	100.00
1217	0.00	3033	0.00	36	100.00
1347	0.00	3330	0.00	36	100.00
1470	0.00	3593	0.00	36	100.00
1530	0.00	3735	0.00	36	100.00
1497	0.00	3662	0.00	36	100.00
1477	0.00	3551	0.00	36	100.00
1302	0.00	3269	0.00	36	100.00
994	0.00	2519	0.00	36	100.00
813	0.00	2118	0.00	36	100.00
638	0.00	1725	0.00	36	100.00
409	0.00	1225	0.00	36	100.00
230	0.00	816	0.00	36	100.00
160	0.00	548	0.00	36	100.00
110	0.00	403	0.00	36	100.00
141	0.00	534	0.00	36	100.00
404	0.00	1165	0.00	36	100.00
1000	0.00	2434	0.00	36	100.00
1510	0.00	3540	0.00	36	100.00
1665	0.00	4020	0.00	36	100.00
1504	0.00	3715	0.00	36	100.00
1487	0.00	3524	0.00	36	100.00
1415	0.00	3360	0.00	36	100.00
1399	0.00	3316	0.00	36	100.00
1357	0.00	3192	0.00	36	100.00
1258	0.00	3078	0.00	36	100.00
1354	0.00	3353	0.00	36	100.00
1535	0.00	3674	0.00	36	100.00
1519	0.00	3705	0.00	36	100.00
1594	0.00	3828	0.00	36	100.00
1500	0.00	3699	0.00	36	100.00
1442	0.00	3508	0.00	36	100.00

Report Data

1085	0.00	2736	0.00	36	100.00
1042	0.00	2595	0.00	36	100.00
843	0.00	2210	0.00	36	100.00
596	0.00	1625	0.00	36	100.00
389	0.00	1163	0.00	36	100.00
119	0.00	448	0.00	36	100.00
104	0.00	423	0.00	36	100.00
126	0.00	465	0.00	36	100.00
425	0.00	1184	0.00	36	100.00
1016	0.00	2479	0.00	36	100.00
1868	0.00	4196	0.00	36	100.00
1621	0.00	4110	0.00	36	100.00
1553	0.00	3863	0.00	36	100.00
1372	0.00	3305	0.00	36	100.00
1211	0.00	2964	0.00	36	100.00
1260	0.00	3065	0.00	36	100.00
1252	0.00	2995	0.00	36	100.00
1147	0.00	2994	0.10	36	100.00
1192	0.00	2979	0.00	36	100.00
1350	0.00	3304	0.00	36	100.00
1452	0.00	3532	0.00	36	100.00
1404	0.00	3438	0.00	36	100.00
1420	0.00	3512	0.00	36	100.00
1195	0.00	3008	0.00	36	100.00
893	0.00	2286	0.00	36	100.00
604	0.00	1679	0.00	36	100.00
560	0.00	1591	0.00	36	100.00
376	0.00	1107	0.00	36	100.00
191	0.00	662	0.00	36	100.00
129	0.00	475	0.00	36	100.00
92	0.00	417	0.00	36	100.00
146	0.00	486	0.00	36	100.00
429	0.00	1198	0.00	36	100.00
1067	0.00	2558	0.00	36	100.00
1696	0.00	4046	0.00	36	100.00
1488	2.00	4072	1.30	36	100.00
1483	0.00	3734	0.00	36	100.00
1377	0.00	3310	0.00	36	100.00
1260	0.00	3035	0.00	36	100.00
1186	0.00	3003	0.00	36	100.00
1131	0.00	2858	0.00	36	100.00
1224	0.00	3043	0.00	36	100.00
1305	0.00	3240	0.00	36	100.00
1464	0.00	3457	0.00	36	100.00
1551	0.00	3735	0.00	36	100.00
1503	0.00	3589	0.00	36	100.00
1473	0.00	3579	0.00	36	100.00
1171	0.00	3085	0.00	36	100.00
935	0.00	2406	0.00	36	100.00
713	0.00	1919	0.00	36	100.00
611	0.00	1662	0.00	36	100.00
392	0.00	1170	0.00	36	100.00

Report Data

213	0.00	702	0.00	36	100.00
135	0.00	462	0.00	36	100.00
90	0.00	393	0.00	36	100.00
127	0.00	467	0.00	36	100.00
426	0.00	1203	0.00	36	100.00
989	0.00	2439	0.00	36	100.00
1673	0.00	3926	0.00	36	100.00
1516	1.00	4019	0.70	36	100.00
1416	0.00	3622	0.00	36	100.00
1381	0.00	3351	0.00	36	100.00
1260	0.00	3126	0.00	36	100.00
1148	0.00	2877	0.00	36	100.00
1029	0.30	2863	0.40	36	100.00
1149	0.00	2926	0.00	36	100.00
1336	0.00	3266	0.00	36	100.00
1491	0.00	3586	0.00	36	100.00
1472	0.00	3557	0.00	36	100.00
1508	0.00	3675	0.00	36	100.00
1547	0.00	3763	0.00	36	100.00
1256	0.00	3162	0.00	36	100.00
943	0.00	2418	0.00	36	100.00
911	0.00	2333	0.00	36	100.00
715	0.00	1862	0.00	36	100.00
476	0.00	1335	0.00	36	100.00
265	0.00	822	0.00	36	100.00
154	0.00	547	0.00	36	100.00
114	0.00	421	0.00	36	100.00
142	0.00	501	0.00	36	100.00
377	0.00	1113	0.00	36	100.00
928	0.00	2332	0.00	36	100.00
1526	0.00	3516	0.00	36	100.00
1579	0.00	3789	0.00	36	100.00
1585	0.00	3816	0.00	36	100.00
1470	0.00	3496	0.00	36	100.00
1360	0.00	3288	0.00	36	100.00
1377	0.00	3272	0.00	36	100.00
1373	0.00	3305	0.00	36	100.00
1419	0.00	3385	0.00	36	100.00
1497	0.00	3665	0.00	36	100.00
1573	0.00	3824	0.00	36	100.00
1610	0.00	3865	0.00	36	100.00
1578	0.00	3792	0.00	36	100.00
1514	0.00	3706	0.00	36	100.00
1356	0.00	3341	0.00	36	100.00
1144	0.00	2934	0.00	36	100.00
1002	0.00	2476	0.00	36	100.00
730	0.00	2045	0.00	36	100.00
609	0.00	1675	0.00	36	100.00
349	0.00	1111	0.00	36	100.00
153	0.00	533	0.00	36	100.00
105	0.00	442	0.00	36	100.00
164	0.00	534	0.00	36	100.00

Report Data

453	0.00	1274	0.00	36	100.00
1043	0.00	2596	0.00	36	100.00
1740	0.00	4042	0.00	36	100.00
1365	1.80	3733	1.20	36	100.00
1469	0.00	3663	0.00	36	100.00
1375	0.00	3328	0.00	36	100.00
1317	0.00	3208	0.00	36	100.00
1281	0.00	3091	0.00	36	100.00
1220	0.00	2995	0.00	36	100.00
1239	0.00	3057	0.00	36	100.00
1295	0.00	3328	0.00	36	100.00
1404	0.00	3404	0.00	36	100.00
1438	0.00	3578	0.00	36	100.00
1405	0.00	3466	0.00	36	100.00
1444	0.00	3532	0.00	36	100.00
1204	0.00	2930	0.00	36	100.00
851	0.00	2293	0.00	36	100.00
693	0.00	1838	0.00	36	100.00
569	0.00	1586	0.00	36	100.00
387	0.00	1187	0.00	36	100.00
248	0.00	798	0.00	36	100.00
141	0.00	485	0.00	36	100.00
113	0.00	416	0.00	36	100.00
120	0.00	480	0.00	36	100.00
440	0.00	1265	0.00	36	100.00
1068	0.00	2610	0.00	36	100.00
1750	0.00	3938	0.00	36	100.00
1502	0.20	3993	0.10	36	100.00
1527	0.00	3757	0.00	36	100.00
1439	0.00	3450	0.00	36	100.00
1374	0.00	3309	0.00	36	100.00
1241	0.00	3053	0.00	36	100.00
1150	0.00	2815	0.00	36	100.00
1194	0.00	3014	0.00	36	100.00
1270	0.00	3174	0.00	36	100.00
1395	0.00	3437	0.00	36	100.00
1494	0.00	3630	0.00	36	100.00
1477	0.00	3570	0.00	36	100.00
1470	0.00	3645	0.00	36	100.00
1223	0.00	3028	0.00	36	100.00
889	0.00	2385	0.00	36	100.00
689	0.00	1903	0.00	36	100.00
622	0.00	1692	0.00	36	100.00
412	0.00	1230	0.00	36	100.00
199	0.00	683	0.00	36	100.00
138	0.00	467	0.00	36	100.00
110	0.00	398	0.00	36	100.00
108	0.00	468	0.00	36	100.00
423	0.00	1235	0.00	36	100.00
1004	0.00	2477	0.00	36	100.00
1772	0.00	3979	0.00	36	100.00
1595	0.50	4104	0.20	36	100.00

Report Data

1557	0.00	3870	0.00	36	100.00
1504	0.00	3524	0.00	36	100.00
1308	0.00	3150	0.00	36	100.00
1207	0.00	2983	0.00	36	100.00
1171	0.00	2906	0.00	36	100.00
1333	0.00	3212	0.00	36	100.00
1209	0.00	3073	0.00	36	100.00
1335	0.00	3312	0.00	36	100.00
1500	0.00	3614	0.00	36	100.00
1475	0.00	3594	0.00	36	100.00
1332	0.00	3354	0.00	36	100.00
1137	0.00	2865	0.00	36	100.00
993	0.00	2523	0.00	36	100.00
819	0.00	2163	0.00	36	100.00
711	0.00	1912	0.00	36	100.00
479	0.00	1396	0.00	36	100.00
274	0.00	866	0.00	36	100.00
153	0.00	572	0.00	36	100.00
109	0.00	436	0.00	36	100.00
146	0.00	556	0.00	36	100.00
421	0.00	1183	0.00	36	100.00
985	0.00	2448	0.00	36	100.00
1550	0.00	3628	0.00	36	100.00
1646	0.00	3902	0.00	36	100.00
1572	0.00	3788	0.00	36	100.00
1408	0.00	3388	0.00	36	100.00
1394	0.00	3334	0.00	36	100.00
1335	0.00	3157	0.00	36	100.00
1212	1.00	3050	0.80	36	100.00
1212	0.00	3051	0.00	36	100.00
1329	0.00	3329	0.00	36	100.00
1580	0.00	3760	0.00	36	100.00
1465	0.00	3666	0.00	36	100.00
1600	0.00	3877	0.00	36	100.00
1493	0.00	3677	0.00	36	100.00
1423	0.00	3417	0.00	36	100.00
1155	0.00	2870	0.00	36	100.00
1065	0.00	2608	0.00	36	100.00
898	0.00	2308	0.00	36	100.00
572	0.00	1629	0.00	36	100.00
394	0.00	1153	0.00	36	100.00

Report Data

7AM Average	3762	AM Peak	3762
8AM Average	3353		
4PM Average	3633	PM Peak	3633
5PM Average	3580		

PeMS Report Description

Report Description

Report Aggregates>Time Series
Route Name
Route Description

Report link https://pems.dot.ca.gov:443/?report_form=1&dnnode=VDS&content=lo

Report generated 09/24/2025 09:44

PeMS version caltrans_pems-20.0.1

Report Parameters

Parameter	Value
Quantity	Flow
Data	16,416 Lane Points
Data Quality	100% Observed
Segment Type	VDS
Segment Name	Mainline VDS 818210 - NUEVO ST N/O
start date	05/01/2024 00:00:00
end date	05/31/2024 23:59:59
Day of Week	Tu,We,Th,Fr
Granularity	hour

PeMS Report Description

[ops&tab=det_timeseries&station_id=818210&s_time_id=1714521600&s_time_id_f=05%2F01%2F20](#)

PeMS Report Description

[124+00%3A00&e_time_id=1717199940&e_time_id_f=05%2F31%2F2024+23%3A59&tod=all&tod_fror](#)

PeMS Report Description

n=0&tod_to=0&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&q2=truck_prop&gn=hour&i

PeMS Report Description

[agg=on&lane1=on&lane2=on&lane3=on](#)

Report Data

Hour	Hour	Lane 1 Flow (Ve	Lane 1 Truck Pr	Lane 2 Flow (Ve	Lane 2 Truck Pr	Lane 3 Flow (Ve
0	5/1/2024 0:00	135	0.00	195	0.00	119
1	5/1/2024 1:00	134	0.00	177	0.00	95
2	5/1/2024 2:00	149	0.00	208	0.00	118
3	5/1/2024 3:00	274	0.00	474	0.00	389
4	5/1/2024 4:00	541	0.00	945	0.00	1047
5	5/1/2024 5:00	917	0.00	1394	0.00	1647
6	5/1/2024 6:00	1074	0.00	1341	1.90	1423
7	5/1/2024 7:00	962	0.00	1466	0.00	1541
8	5/1/2024 8:00	770	0.00	1206	0.00	1261
9	5/1/2024 9:00	662	0.00	1143	0.00	1273
10	5/1/2024 10:00	721	0.00	1083	0.00	1280
11	5/1/2024 11:00	702	0.00	1066	0.00	1177
12	5/1/2024 12:00	678	0.00	1024	0.00	1122
13	5/1/2024 13:00	736	0.00	1106	0.00	1310
14	5/1/2024 14:00	789	0.00	1179	0.00	1358
15	5/1/2024 15:00	833	0.00	1263	0.00	1525
16	5/1/2024 16:00	849	0.00	1233	0.00	1496
17	5/1/2024 17:00	809	0.00	1234	0.00	1381
18	5/1/2024 18:00	782	0.00	1143	0.00	1262
19	5/1/2024 19:00	571	0.00	909	0.00	958
20	5/1/2024 20:00	456	0.00	727	0.00	671
21	5/1/2024 21:00	436	0.00	618	0.00	557
22	5/1/2024 22:00	266	0.00	409	0.00	322
23	5/1/2024 23:00	187	0.00	310	0.00	204
0	5/2/2024 0:00	136	0.00	195	0.00	142
1	5/2/2024 1:00	131	0.00	190	0.00	115
2	5/2/2024 2:00	156	0.00	207	0.00	136
3	5/2/2024 3:00	308	0.00	523	0.00	407
4	5/2/2024 4:00	545	0.00	901	0.00	1060
5	5/2/2024 5:00	887	0.00	1342	0.50	1664
6	5/2/2024 6:00	1016	0.00	1455	0.40	1678
7	5/2/2024 7:00	898	0.00	1362	0.00	1446
8	5/2/2024 8:00	743	0.00	1209	0.00	1405
9	5/2/2024 9:00	680	0.00	1138	0.00	1285
10	5/2/2024 10:00	739	0.00	1101	0.00	1277
11	5/2/2024 11:00	687	0.00	1068	0.00	1172
12	5/2/2024 12:00	723	0.00	1122	0.00	1168
13	5/2/2024 13:00	772	0.00	1127	0.00	1317
14	5/2/2024 14:00	839	0.00	1231	0.00	1527
15	5/2/2024 15:00	804	0.00	1216	0.00	1384
16	5/2/2024 16:00	857	0.00	1307	0.00	1588
17	5/2/2024 17:00	858	0.00	1284	0.00	1473
18	5/2/2024 18:00	789	0.00	1108	0.00	1235
19	5/2/2024 19:00	570	0.00	892	0.00	947
20	5/2/2024 20:00	498	0.00	852	0.00	866
21	5/2/2024 21:00	399	0.00	667	0.00	647
22	5/2/2024 22:00	290	0.00	513	0.00	401
23	5/2/2024 23:00	215	0.00	343	0.00	248
0	5/3/2024 0:00	144	0.00	241	0.00	129
1	5/3/2024 1:00	130	0.00	180	0.00	138
2	5/3/2024 2:00	156	0.00	239	0.00	134

Report Data

3	5/3/2024 3:00	256	0.00	475	0.00	389
4	5/3/2024 4:00	488	0.00	860	0.00	924
5	5/3/2024 5:00	764	0.00	1259	0.80	1534
6	5/3/2024 6:00	860	0.00	1380	0.00	1567
7	5/3/2024 7:00	867	0.00	1339	0.00	1456
8	5/3/2024 8:00	798	0.00	1257	0.00	1383
9	5/3/2024 9:00	738	0.00	1217	0.00	1360
10	5/3/2024 10:00	715	0.00	1092	0.00	1270
11	5/3/2024 11:00	725	0.00	1060	0.00	1254
12	5/3/2024 12:00	755	0.00	1113	0.00	1369
13	5/3/2024 13:00	831	0.00	1206	0.00	1434
14	5/3/2024 14:00	922	0.00	1335	0.00	1563
15	5/3/2024 15:00	908	0.00	1280	0.00	1527
16	5/3/2024 16:00	881	0.00	1349	0.00	1520
17	5/3/2024 17:00	896	0.00	1301	0.00	1510
18	5/3/2024 18:00	887	0.00	1274	0.00	1434
19	5/3/2024 19:00	648	0.00	927	0.00	1079
20	5/3/2024 20:00	554	0.00	907	0.00	896
21	5/3/2024 21:00	503	0.00	844	0.00	867
22	5/3/2024 22:00	407	0.00	663	0.00	586
23	5/3/2024 23:00	263	0.00	453	0.00	364
0	5/7/2024 0:00	163	0.00	219	0.00	127
1	5/7/2024 1:00	137	0.00	180	0.00	105
2	5/7/2024 2:00	165	0.00	207	0.00	143
3	5/7/2024 3:00	262	0.00	498	0.00	453
4	5/7/2024 4:00	557	0.00	925	0.00	1062
5	5/7/2024 5:00	800	0.00	1398	0.00	1704
6	5/7/2024 6:00	1130	0.00	1479	1.80	1602
7	5/7/2024 7:00	952	0.00	1428	0.00	1525
8	5/7/2024 8:00	728	0.00	1227	0.00	1235
9	5/7/2024 9:00	656	0.00	1052	0.00	1176
10	5/7/2024 10:00	677	0.00	1061	0.00	1155
11	5/7/2024 11:00	632	0.00	949	0.00	974
12	5/7/2024 12:00	637	0.00	1014	0.00	1159
13	5/7/2024 13:00	808	0.00	1192	0.00	1342
14	5/7/2024 14:00	786	0.00	1185	0.00	1327
15	5/7/2024 15:00	841	0.00	1216	0.00	1470
16	5/7/2024 16:00	820	0.00	1198	0.00	1460
17	5/7/2024 17:00	865	0.00	1260	0.00	1523
18	5/7/2024 18:00	697	0.00	1039	0.00	1135
19	5/7/2024 19:00	555	0.00	848	0.00	837
20	5/7/2024 20:00	482	0.00	716	0.00	730
21	5/7/2024 21:00	401	0.00	643	0.00	553
22	5/7/2024 22:00	304	0.00	424	0.00	377
23	5/7/2024 23:00	211	0.00	284	0.00	192
0	5/8/2024 0:00	150	0.00	205	0.00	136
1	5/8/2024 1:00	119	0.00	185	0.00	111
2	5/8/2024 2:00	149	0.00	203	0.00	133
3	5/8/2024 3:00	320	0.00	501	0.00	476
4	5/8/2024 4:00	543	0.00	950	0.00	1025
5	5/8/2024 5:00	803	0.00	1446	0.00	1802
6	5/8/2024 6:00	977	0.00	1336	1.60	1370

Report Data

7	5/8/2024 7:00	917	0.00	1325	0.00	1450
8	5/8/2024 8:00	726	0.00	1230	0.00	1380
9	5/8/2024 9:00	692	0.00	1099	0.00	1277
10	5/8/2024 10:00	656	0.00	1077	0.00	1223
11	5/8/2024 11:00	655	0.00	1036	0.00	1120
12	5/8/2024 12:00	707	0.00	1035	0.00	1130
13	5/8/2024 13:00	734	0.00	1070	0.00	1229
14	5/8/2024 14:00	828	0.00	1212	0.00	1376
15	5/8/2024 15:00	859	0.00	1221	0.00	1452
16	5/8/2024 16:00	866	0.00	1316	0.00	1539
17	5/8/2024 17:00	810	0.00	1220	0.00	1398
18	5/8/2024 18:00	769	0.00	1120	0.00	1221
19	5/8/2024 19:00	597	0.00	863	0.00	903
20	5/8/2024 20:00	448	0.00	734	0.00	713
21	5/8/2024 21:00	370	0.00	622	0.00	521
22	5/8/2024 22:00	308	0.00	456	0.00	383
23	5/8/2024 23:00	184	0.00	314	0.00	220
0	5/9/2024 0:00	129	0.00	183	0.00	139
1	5/9/2024 1:00	135	0.00	190	0.00	104
2	5/9/2024 2:00	150	0.00	224	0.00	135
3	5/9/2024 3:00	300	0.00	482	0.00	461
4	5/9/2024 4:00	534	0.00	929	0.00	1027
5	5/9/2024 5:00	923	0.00	1391	0.10	1645
6	5/9/2024 6:00	1087	0.00	1389	0.50	1506
7	5/9/2024 7:00	941	0.00	1365	0.00	1457
8	5/9/2024 8:00	811	0.00	1290	0.00	1194
9	5/9/2024 9:00	674	0.00	1072	0.00	1186
10	5/9/2024 10:00	691	0.00	1077	0.00	1188
11	5/9/2024 11:00	678	0.00	1019	0.00	1099
12	5/9/2024 12:00	710	0.00	1085	0.00	1211
13	5/9/2024 13:00	734	0.00	1120	0.00	1253
14	5/9/2024 14:00	784	0.00	1189	0.00	1379
15	5/9/2024 15:00	818	0.00	1218	0.00	1515
16	5/9/2024 16:00	828	0.00	1282	0.00	1488
17	5/9/2024 17:00	892	0.00	1289	0.00	1453
18	5/9/2024 18:00	759	0.00	1094	0.00	1225
19	5/9/2024 19:00	591	0.00	911	0.00	994
20	5/9/2024 20:00	476	0.00	867	0.00	897
21	5/9/2024 21:00	399	0.00	713	0.00	693
22	5/9/2024 22:00	319	0.00	500	0.00	465
23	5/9/2024 23:00	238	0.00	339	0.00	232
0	5/10/2024 0:00	149	0.00	221	0.00	135
1	5/10/2024 1:00	128	0.00	188	0.00	123
2	5/10/2024 2:00	150	0.00	212	0.00	123
3	5/10/2024 3:00	244	0.00	438	0.00	415
4	5/10/2024 4:00	508	0.00	891	0.00	953
5	5/10/2024 5:00	724	0.00	1263	0.00	1498
6	5/10/2024 6:00	890	0.00	1455	0.00	1664
7	5/10/2024 7:00	823	0.00	1292	0.00	1541
8	5/10/2024 8:00	739	0.00	1233	0.00	1401
9	5/10/2024 9:00	737	0.00	1142	0.00	1374
10	5/10/2024 10:00	760	0.00	1100	0.00	1282

Report Data

11	5/10/2024 11:00	739	0.00	1113	0.00	1201
12	5/10/2024 12:00	736	0.00	1160	0.00	1336
13	5/10/2024 13:00	734	0.00	1201	0.00	1317
14	5/10/2024 14:00	909	0.00	1355	0.00	1561
15	5/10/2024 15:00	862	0.00	1286	0.00	1437
16	5/10/2024 16:00	926	0.00	1274	0.10	1436
17	5/10/2024 17:00	846	0.00	1139	0.30	1328
18	5/10/2024 18:00	822	0.00	1184	0.00	1377
19	5/10/2024 19:00	686	0.00	1043	0.00	1158
20	5/10/2024 20:00	579	0.00	927	0.00	992
21	5/10/2024 21:00	523	0.00	863	0.00	887
22	5/10/2024 22:00	433	0.00	706	0.00	640
23	5/10/2024 23:00	300	0.00	486	0.00	383
0	5/14/2024 0:00	132	0.00	193	0.00	135
1	5/14/2024 1:00	131	0.00	204	0.00	114
2	5/14/2024 2:00	148	0.00	188	0.00	142
3	5/14/2024 3:00	280	0.00	477	0.00	428
4	5/14/2024 4:00	558	0.00	950	0.00	1073
5	5/14/2024 5:00	918	0.00	1395	0.60	1677
6	5/14/2024 6:00	1157	0.00	1320	0.50	1392
7	5/14/2024 7:00	880	0.00	1378	0.00	1487
8	5/14/2024 8:00	756	0.00	1178	0.00	1271
9	5/14/2024 9:00	656	0.00	1054	0.00	1224
10	5/14/2024 10:00	670	0.00	1093	0.00	1203
11	5/14/2024 11:00	670	0.00	1048	0.00	1117
12	5/14/2024 12:00	684	0.00	1067	0.00	1134
13	5/14/2024 13:00	726	0.00	1123	0.00	1228
14	5/14/2024 14:00	834	0.00	1162	0.00	1379
15	5/14/2024 15:00	856	0.00	1199	0.00	1435
16	5/14/2024 16:00	801	0.00	1210	0.00	1366
17	5/14/2024 17:00	856	0.00	1272	0.00	1491
18	5/14/2024 18:00	709	0.00	1046	0.00	1149
19	5/14/2024 19:00	594	0.00	860	0.00	887
20	5/14/2024 20:00	477	0.00	715	0.00	689
21	5/14/2024 21:00	390	0.00	660	0.00	572
22	5/14/2024 22:00	315	0.00	463	0.00	378
23	5/14/2024 23:00	189	0.00	299	0.00	206
0	5/15/2024 0:00	133	0.00	238	0.00	141
1	5/15/2024 1:00	145	0.00	193	0.00	114
2	5/15/2024 2:00	149	0.00	212	0.00	144
3	5/15/2024 3:00	271	0.00	485	0.00	440
4	5/15/2024 4:00	567	0.00	962	0.00	1126
5	5/15/2024 5:00	827	0.00	1402	0.40	1715
6	5/15/2024 6:00	1036	0.00	1335	1.40	1416
7	5/15/2024 7:00	907	0.00	1355	0.00	1436
8	5/15/2024 8:00	720	0.00	1195	0.00	1318
9	5/15/2024 9:00	690	0.00	1095	0.00	1159
10	5/15/2024 10:00	662	0.00	1007	0.00	1101
11	5/15/2024 11:00	662	0.00	963	0.00	1023
12	5/15/2024 12:00	748	0.00	1094	0.00	1215
13	5/15/2024 13:00	733	0.00	1165	0.00	1274
14	5/15/2024 14:00	827	0.00	1318	0.00	1551

Report Data

15	5/15/2024 15:00	875	0.00	1253	0.00	1531
16	5/15/2024 16:00	856	0.00	1270	0.00	1528
17	5/15/2024 17:00	872	0.00	1286	0.00	1457
18	5/15/2024 18:00	775	0.00	1106	0.00	1214
19	5/15/2024 19:00	539	0.00	855	0.00	931
20	5/15/2024 20:00	416	0.00	742	0.00	735
21	5/15/2024 21:00	433	0.00	665	0.00	590
22	5/15/2024 22:00	282	0.00	449	0.00	371
23	5/15/2024 23:00	232	0.00	293	0.00	204
0	5/16/2024 0:00	142	0.00	205	0.00	136
1	5/16/2024 1:00	130	0.00	193	0.00	111
2	5/16/2024 2:00	145	0.00	234	0.00	141
3	5/16/2024 3:00	286	0.00	477	0.00	450
4	5/16/2024 4:00	533	0.00	978	0.00	1070
5	5/16/2024 5:00	806	0.00	1372	0.00	1705
6	5/16/2024 6:00	1068	0.00	1473	1.10	1572
7	5/16/2024 7:00	931	0.00	1404	0.00	1521
8	5/16/2024 8:00	776	0.00	1228	0.00	1354
9	5/16/2024 9:00	689	0.00	1115	0.00	1288
10	5/16/2024 10:00	682	0.00	1097	0.00	1315
11	5/16/2024 11:00	711	0.00	1101	0.00	1245
12	5/16/2024 12:00	707	0.00	1109	0.00	1217
13	5/16/2024 13:00	786	0.00	1197	0.00	1347
14	5/16/2024 14:00	834	0.00	1289	0.00	1470
15	5/16/2024 15:00	898	0.00	1307	0.00	1530
16	5/16/2024 16:00	867	0.00	1298	0.00	1497
17	5/16/2024 17:00	841	0.00	1233	0.00	1477
18	5/16/2024 18:00	808	0.00	1159	0.00	1302
19	5/16/2024 19:00	584	0.00	941	0.00	994
20	5/16/2024 20:00	510	0.00	795	0.00	813
21	5/16/2024 21:00	411	0.00	676	0.00	638
22	5/16/2024 22:00	305	0.00	511	0.00	409
23	5/16/2024 23:00	219	0.00	367	0.00	230
0	5/17/2024 0:00	143	0.00	245	0.00	160
1	5/17/2024 1:00	112	0.00	181	0.00	110
2	5/17/2024 2:00	163	0.00	230	0.00	141
3	5/17/2024 3:00	292	0.00	469	0.00	404
4	5/17/2024 4:00	530	0.00	904	0.00	1000
5	5/17/2024 5:00	725	0.00	1305	0.00	1510
6	5/17/2024 6:00	881	0.00	1474	0.00	1665
7	5/17/2024 7:00	880	0.00	1331	0.00	1504
8	5/17/2024 8:00	802	0.00	1235	0.00	1487
9	5/17/2024 9:00	741	0.00	1204	0.00	1415
10	5/17/2024 10:00	729	0.00	1188	0.00	1399
11	5/17/2024 11:00	700	0.00	1135	0.00	1357
12	5/17/2024 12:00	707	0.00	1113	0.00	1258
13	5/17/2024 13:00	787	0.00	1212	0.00	1354
14	5/17/2024 14:00	817	0.00	1322	0.00	1535
15	5/17/2024 15:00	869	0.00	1317	0.00	1519
16	5/17/2024 16:00	885	0.00	1349	0.00	1594
17	5/17/2024 17:00	872	0.00	1327	0.00	1500
18	5/17/2024 18:00	839	0.00	1227	0.00	1442

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19	5/17/2024 19:00	643	0.00	1008	0.00	1085
20	5/17/2024 20:00	585	0.00	968	0.00	1042
21	5/17/2024 21:00	525	0.00	842	0.00	843
22	5/17/2024 22:00	387	0.00	642	0.00	596
23	5/17/2024 23:00	289	0.00	485	0.00	389
0	5/21/2024 0:00	135	0.00	194	0.00	119
1	5/21/2024 1:00	131	0.00	188	0.00	104
2	5/21/2024 2:00	136	0.00	203	0.00	126
3	5/21/2024 3:00	261	0.00	498	0.00	425
4	5/21/2024 4:00	524	0.00	939	0.00	1016
5	5/21/2024 5:00	843	0.00	1485	0.00	1868
6	5/21/2024 6:00	1034	0.00	1455	0.00	1621
7	5/21/2024 7:00	919	0.00	1391	0.00	1553
8	5/21/2024 8:00	706	0.00	1227	0.00	1372
9	5/21/2024 9:00	680	0.00	1073	0.00	1211
10	5/21/2024 10:00	693	0.00	1112	0.00	1260
11	5/21/2024 11:00	666	0.00	1077	0.00	1252
12	5/21/2024 12:00	747	0.00	1100	0.20	1147
13	5/21/2024 13:00	686	0.00	1101	0.00	1192
14	5/21/2024 14:00	771	0.00	1183	0.00	1350
15	5/21/2024 15:00	833	0.00	1247	0.00	1452
16	5/21/2024 16:00	811	0.00	1223	0.00	1404
17	5/21/2024 17:00	836	0.00	1256	0.00	1420
18	5/21/2024 18:00	725	0.00	1088	0.00	1195
19	5/21/2024 19:00	561	0.00	832	0.00	893
20	5/21/2024 20:00	415	0.00	660	0.00	604
21	5/21/2024 21:00	392	0.00	639	0.00	560
22	5/21/2024 22:00	297	0.00	434	0.00	376
23	5/21/2024 23:00	189	0.00	282	0.00	191
0	5/22/2024 0:00	140	0.00	206	0.00	129
1	5/22/2024 1:00	141	0.00	184	0.00	92
2	5/22/2024 2:00	136	0.00	204	0.00	146
3	5/22/2024 3:00	302	0.00	467	0.00	429
4	5/22/2024 4:00	551	0.00	940	0.00	1067
5	5/22/2024 5:00	918	0.00	1432	0.00	1696
6	5/22/2024 6:00	1180	0.00	1404	1.70	1488
7	5/22/2024 7:00	898	0.00	1353	0.00	1483
8	5/22/2024 8:00	754	0.00	1179	0.00	1377
9	5/22/2024 9:00	684	0.00	1091	0.00	1260
10	5/22/2024 10:00	731	0.00	1086	0.00	1186
11	5/22/2024 11:00	671	0.00	1056	0.00	1131
12	5/22/2024 12:00	719	0.00	1100	0.00	1224
13	5/22/2024 13:00	761	0.00	1174	0.00	1305
14	5/22/2024 14:00	788	0.00	1205	0.00	1464
15	5/22/2024 15:00	872	0.00	1312	0.00	1551
16	5/22/2024 16:00	837	0.00	1249	0.00	1503
17	5/22/2024 17:00	843	0.00	1263	0.00	1473
18	5/22/2024 18:00	775	0.00	1139	0.00	1171
19	5/22/2024 19:00	576	0.00	895	0.00	935
20	5/22/2024 20:00	469	0.00	737	0.00	713
21	5/22/2024 21:00	399	0.00	652	0.00	611
22	5/22/2024 22:00	309	0.00	469	0.00	392

Report Data

23	5/22/2024 23:00	192	0.00	297	0.00	213
0	5/23/2024 0:00	127	0.00	200	0.00	135
1	5/23/2024 1:00	127	0.00	176	0.00	90
2	5/23/2024 2:00	140	0.00	200	0.00	127
3	5/23/2024 3:00	299	0.00	478	0.00	426
4	5/23/2024 4:00	535	0.00	915	0.00	989
5	5/23/2024 5:00	890	0.00	1363	0.00	1673
6	5/23/2024 6:00	1052	0.00	1451	0.80	1516
7	5/23/2024 7:00	861	0.00	1345	0.00	1416
8	5/23/2024 8:00	761	0.00	1209	0.00	1381
9	5/23/2024 9:00	733	0.00	1133	0.00	1260
10	5/23/2024 10:00	679	0.00	1050	0.00	1148
11	5/23/2024 11:00	773	0.00	1061	0.80	1029
12	5/23/2024 12:00	707	0.00	1070	0.00	1149
13	5/23/2024 13:00	779	0.00	1151	0.00	1336
14	5/23/2024 14:00	823	0.00	1272	0.00	1491
15	5/23/2024 15:00	845	0.00	1240	0.00	1472
16	5/23/2024 16:00	840	0.00	1327	0.00	1508
17	5/23/2024 17:00	887	0.00	1329	0.00	1547
18	5/23/2024 18:00	775	0.00	1131	0.00	1256
19	5/23/2024 19:00	603	0.00	872	0.00	943
20	5/23/2024 20:00	543	0.00	879	0.00	911
21	5/23/2024 21:00	437	0.00	710	0.00	715
22	5/23/2024 22:00	337	0.00	522	0.00	476
23	5/23/2024 23:00	222	0.00	335	0.00	265
0	5/24/2024 0:00	159	0.00	234	0.00	154
1	5/24/2024 1:00	115	0.00	192	0.00	114
2	5/24/2024 2:00	142	0.00	217	0.00	142
3	5/24/2024 3:00	290	0.00	446	0.00	377
4	5/24/2024 4:00	510	0.00	894	0.00	928
5	5/24/2024 5:00	739	0.00	1251	0.00	1526
6	5/24/2024 6:00	843	0.00	1367	0.00	1579
7	5/24/2024 7:00	889	0.00	1342	0.00	1585
8	5/24/2024 8:00	780	0.00	1246	0.00	1470
9	5/24/2024 9:00	736	0.00	1192	0.00	1360
10	5/24/2024 10:00	745	0.00	1150	0.00	1377
11	5/24/2024 11:00	721	0.00	1211	0.00	1373
12	5/24/2024 12:00	763	0.00	1203	0.00	1419
13	5/24/2024 13:00	849	0.00	1319	0.00	1497
14	5/24/2024 14:00	874	0.00	1377	0.00	1573
15	5/24/2024 15:00	920	0.00	1335	0.00	1610
16	5/24/2024 16:00	858	0.00	1356	0.00	1578
17	5/24/2024 17:00	867	0.00	1325	0.00	1514
18	5/24/2024 18:00	792	0.00	1193	0.00	1356
19	5/24/2024 19:00	709	0.00	1081	0.00	1144
20	5/24/2024 20:00	564	0.00	910	0.00	1002
21	5/24/2024 21:00	480	0.00	835	0.00	730
22	5/24/2024 22:00	398	0.00	668	0.00	609
23	5/24/2024 23:00	290	0.00	472	0.00	349
0	5/28/2024 0:00	133	0.00	247	0.00	153
1	5/28/2024 1:00	120	0.00	217	0.00	105
2	5/28/2024 2:00	136	0.00	234	0.00	164

Report Data

3	5/28/2024 3:00	310	0.00	511	0.00	453
4	5/28/2024 4:00	548	0.00	1005	0.00	1043
5	5/28/2024 5:00	842	0.00	1460	0.00	1740
6	5/28/2024 6:00	1080	0.00	1288	1.60	1365
7	5/28/2024 7:00	880	0.00	1314	0.00	1469
8	5/28/2024 8:00	750	0.00	1203	0.00	1375
9	5/28/2024 9:00	725	0.00	1166	0.00	1317
10	5/28/2024 10:00	706	0.00	1104	0.00	1281
11	5/28/2024 11:00	723	0.00	1052	0.00	1220
12	5/28/2024 12:00	733	0.00	1085	0.00	1239
13	5/28/2024 13:00	814	0.00	1219	0.00	1295
14	5/28/2024 14:00	802	0.00	1198	0.00	1404
15	5/28/2024 15:00	886	0.00	1254	0.00	1438
16	5/28/2024 16:00	823	0.00	1238	0.00	1405
17	5/28/2024 17:00	827	0.00	1261	0.00	1444
18	5/28/2024 18:00	693	0.00	1033	0.00	1204
19	5/28/2024 19:00	576	0.00	866	0.00	851
20	5/28/2024 20:00	448	0.00	697	0.00	693
21	5/28/2024 21:00	386	0.00	631	0.00	569
22	5/28/2024 22:00	316	0.00	484	0.00	387
23	5/28/2024 23:00	202	0.00	348	0.00	248
0	5/29/2024 0:00	129	0.00	215	0.00	141
1	5/29/2024 1:00	116	0.00	187	0.00	113
2	5/29/2024 2:00	165	0.00	195	0.00	120
3	5/29/2024 3:00	306	0.00	519	0.00	440
4	5/29/2024 4:00	566	0.00	976	0.00	1068
5	5/29/2024 5:00	811	0.00	1377	0.00	1750
6	5/29/2024 6:00	1074	0.00	1417	0.10	1502
7	5/29/2024 7:00	855	0.00	1375	0.00	1527
8	5/29/2024 8:00	777	0.00	1234	0.00	1439
9	5/29/2024 9:00	734	0.00	1201	0.00	1374
10	5/29/2024 10:00	701	0.00	1111	0.00	1241
11	5/29/2024 11:00	651	0.00	1014	0.00	1150
12	5/29/2024 12:00	685	0.00	1135	0.00	1194
13	5/29/2024 13:00	776	0.00	1128	0.00	1270
14	5/29/2024 14:00	797	0.00	1245	0.00	1395
15	5/29/2024 15:00	875	0.00	1261	0.00	1494
16	5/29/2024 16:00	839	0.00	1254	0.00	1477
17	5/29/2024 17:00	885	0.00	1290	0.00	1470
18	5/29/2024 18:00	708	0.00	1097	0.00	1223
19	5/29/2024 19:00	600	0.00	896	0.00	889
20	5/29/2024 20:00	473	0.00	741	0.00	689
21	5/29/2024 21:00	419	0.00	651	0.00	622
22	5/29/2024 22:00	314	0.00	504	0.00	412
23	5/29/2024 23:00	183	0.00	301	0.00	199
0	5/30/2024 0:00	122	0.00	207	0.00	138
1	5/30/2024 1:00	129	0.00	159	0.00	110
2	5/30/2024 2:00	150	0.00	210	0.00	108
3	5/30/2024 3:00	320	0.00	492	0.00	423
4	5/30/2024 4:00	545	0.00	928	0.00	1004
5	5/30/2024 5:00	793	0.00	1414	0.00	1772
6	5/30/2024 6:00	1067	0.00	1442	0.00	1595

Report Data

7	5/30/2024 7:00	933	0.00	1380	0.00	1557
8	5/30/2024 8:00	778	0.00	1242	0.00	1504
9	5/30/2024 9:00	701	0.00	1141	0.00	1308
10	5/30/2024 10:00	697	0.00	1079	0.00	1207
11	5/30/2024 11:00	673	0.00	1062	0.00	1171
12	5/30/2024 12:00	725	0.00	1154	0.00	1333
13	5/30/2024 13:00	743	0.00	1121	0.00	1209
14	5/30/2024 14:00	788	0.00	1189	0.00	1335
15	5/30/2024 15:00	839	0.00	1275	0.00	1500
16	5/30/2024 16:00	863	0.00	1256	0.00	1475
17	5/30/2024 17:00	847	0.00	1175	0.00	1332
18	5/30/2024 18:00	675	0.00	1053	0.00	1137
19	5/30/2024 19:00	617	0.00	913	0.00	993
20	5/30/2024 20:00	498	0.00	846	0.00	819
21	5/30/2024 21:00	432	0.00	769	0.00	711
22	5/30/2024 22:00	344	0.00	573	0.00	479
23	5/30/2024 23:00	209	0.00	383	0.00	274
0	5/31/2024 0:00	160	0.00	259	0.00	153
1	5/31/2024 1:00	133	0.00	194	0.00	109
2	5/31/2024 2:00	179	0.00	231	0.00	146
3	5/31/2024 3:00	261	0.00	501	0.00	421
4	5/31/2024 4:00	542	0.00	921	0.00	985
5	5/31/2024 5:00	767	0.00	1311	0.00	1550
6	5/31/2024 6:00	867	0.00	1389	0.00	1646
7	5/31/2024 7:00	829	0.00	1387	0.00	1572
8	5/31/2024 8:00	740	0.00	1240	0.00	1408
9	5/31/2024 9:00	732	0.00	1208	0.00	1394
10	5/31/2024 10:00	736	0.00	1086	0.00	1335
11	5/31/2024 11:00	765	0.00	1073	1.20	1212
12	5/31/2024 12:00	719	0.00	1120	0.00	1212
13	5/31/2024 13:00	782	0.00	1218	0.00	1329
14	5/31/2024 14:00	854	0.00	1326	0.00	1580
15	5/31/2024 15:00	900	0.00	1301	0.00	1465
16	5/31/2024 16:00	919	0.00	1358	0.00	1600
17	5/31/2024 17:00	878	0.00	1306	0.00	1493
18	5/31/2024 18:00	778	0.00	1216	0.00	1423
19	5/31/2024 19:00	683	0.00	1032	0.00	1155
20	5/31/2024 20:00	598	0.00	945	0.00	1065
21	5/31/2024 21:00	569	0.00	841	0.00	898
22	5/31/2024 22:00	412	0.00	645	0.00	572
23	5/31/2024 23:00	280	0.00	479	0.00	394

Report Data

Lane 3 Truck Pr Flow (Veh/Hour)	Truck Prop (%)	# Lane Points	% Observed	
0.00	449	0.00	36	100.00
0.00	406	0.00	36	100.00
0.00	475	0.00	36	100.00
0.00	1137	0.00	36	100.00
0.00	2533	0.00	36	100.00
0.60	3958	0.30	36	100.00
2.20	3838	1.50	36	100.00
0.00	3969	0.00	36	100.00
0.00	3237	0.00	36	100.00
0.00	3078	0.00	36	100.00
0.00	3084	0.00	36	100.00
0.00	2945	0.00	36	100.00
0.00	2824	0.00	36	100.00
0.00	3152	0.00	36	100.00
0.00	3326	0.00	36	100.00
0.00	3621	0.00	36	100.00
0.00	3578	0.00	36	100.00
0.00	3424	0.00	36	100.00
0.00	3187	0.00	36	100.00
0.00	2438	0.00	36	100.00
0.00	1854	0.00	36	100.00
0.00	1611	0.00	36	100.00
0.00	997	0.00	36	100.00
0.00	701	0.00	36	100.00
0.00	473	0.00	36	100.00
0.00	436	0.00	36	100.00
0.00	499	0.00	36	100.00
0.00	1238	0.00	36	100.00
0.00	2506	0.00	36	100.00
0.10	3893	0.20	36	100.00
2.20	4149	1.00	36	100.00
0.00	3706	0.00	36	100.00
0.00	3357	0.00	36	100.00
0.00	3103	0.00	36	100.00
0.00	3117	0.00	36	100.00
0.00	2927	0.00	36	100.00
0.00	3013	0.00	36	100.00
0.00	3216	0.00	36	100.00
0.00	3597	0.00	36	100.00
0.00	3404	0.00	36	100.00
0.00	3752	0.00	36	100.00
0.00	3615	0.00	36	100.00
0.00	3132	0.00	36	100.00
0.00	2409	0.00	36	100.00
0.00	2216	0.00	36	100.00
0.00	1713	0.00	36	100.00
0.00	1204	0.00	36	100.00
0.00	806	0.00	36	100.00
0.00	514	0.00	36	100.00
0.00	448	0.00	36	100.00
0.00	529	0.00	36	100.00

Report Data

0.00	1120	0.00	36	100.00
0.00	2272	0.00	36	100.00
0.60	3557	0.50	36	100.00
0.40	3807	0.20	36	100.00
0.00	3662	0.00	36	100.00
0.00	3438	0.00	36	100.00
0.00	3315	0.00	36	100.00
0.00	3077	0.00	36	100.00
0.00	3039	0.00	36	100.00
0.00	3237	0.00	36	100.00
0.00	3471	0.00	36	100.00
0.00	3820	0.00	36	100.00
0.00	3715	0.00	36	100.00
0.00	3750	0.00	36	100.00
0.00	3707	0.00	36	100.00
0.00	3595	0.00	36	100.00
0.00	2654	0.00	36	100.00
0.00	2357	0.00	36	100.00
0.00	2214	0.00	36	100.00
0.00	1656	0.00	36	100.00
0.00	1080	0.00	36	100.00
0.00	509	0.00	36	100.00
0.00	422	0.00	36	100.00
0.00	515	0.00	36	100.00
0.00	1213	0.00	36	100.00
0.00	2544	0.00	36	100.00
0.00	3902	0.00	36	100.00
3.60	4211	2.00	36	100.00
0.00	3905	0.00	36	100.00
0.00	3190	0.00	36	100.00
0.00	2884	0.00	36	100.00
0.00	2893	0.00	36	100.00
0.00	2555	0.00	36	100.00
0.00	2810	0.00	36	100.00
0.00	3342	0.00	36	100.00
0.00	3298	0.00	36	100.00
0.00	3527	0.00	36	100.00
0.00	3478	0.00	36	100.00
0.00	3648	0.00	36	100.00
0.00	2871	0.00	36	100.00
0.00	2240	0.00	36	100.00
0.00	1928	0.00	36	100.00
0.00	1597	0.00	36	100.00
0.00	1105	0.00	36	100.00
0.00	687	0.00	36	100.00
0.00	491	0.00	36	100.00
0.00	415	0.00	36	100.00
0.00	485	0.00	36	100.00
0.00	1297	0.00	36	100.00
0.00	2518	0.00	36	100.00
0.00	4051	0.00	36	100.00
3.00	3683	1.70	36	100.00

Report Data

0.00	3692	0.00	36	100.00
0.00	3336	0.00	36	100.00
0.00	3068	0.00	36	100.00
0.00	2956	0.00	36	100.00
0.00	2811	0.00	36	100.00
0.00	2872	0.00	36	100.00
0.00	3033	0.00	36	100.00
0.00	3416	0.00	36	100.00
0.00	3532	0.00	36	100.00
0.00	3721	0.00	36	100.00
0.00	3428	0.00	36	100.00
0.00	3110	0.00	36	100.00
0.00	2363	0.00	36	100.00
0.00	1895	0.00	36	100.00
0.00	1513	0.00	36	100.00
0.00	1147	0.00	36	100.00
0.00	718	0.00	36	100.00
0.00	451	0.00	36	100.00
0.00	429	0.00	36	100.00
0.00	509	0.00	36	100.00
0.00	1243	0.00	36	100.00
0.00	2490	0.00	36	100.00
0.20	3959	0.20	36	100.00
1.10	3982	0.60	36	100.00
0.00	3763	0.00	36	100.00
0.00	3295	0.00	36	100.00
0.00	2932	0.00	36	100.00
0.00	2956	0.00	36	100.00
0.00	2796	0.00	36	100.00
0.00	3006	0.00	36	100.00
0.00	3107	0.00	36	100.00
0.00	3352	0.00	36	100.00
0.00	3551	0.00	36	100.00
0.00	3598	0.00	36	100.00
0.00	3634	0.00	36	100.00
0.00	3078	0.00	36	100.00
0.00	2496	0.00	36	100.00
0.00	2240	0.00	36	100.00
0.00	1805	0.00	36	100.00
0.00	1284	0.00	36	100.00
0.00	809	0.00	36	100.00
0.00	505	0.00	36	100.00
0.00	439	0.00	36	100.00
0.00	485	0.00	36	100.00
0.00	1097	0.00	36	100.00
0.00	2352	0.00	36	100.00
0.00	3485	0.00	36	100.00
0.00	4009	0.00	36	100.00
0.00	3656	0.00	36	100.00
0.00	3373	0.00	36	100.00
0.00	3253	0.00	36	100.00
0.00	3142	0.00	36	100.00

Report Data

0.00	3053	0.00	36	100.00
0.00	3232	0.00	36	100.00
0.00	3252	0.00	36	100.00
0.00	3825	0.00	36	100.00
0.00	3585	0.00	36	100.00
0.10	3636	0.10	36	100.00
0.90	3313	0.50	36	100.00
0.00	3383	0.00	36	100.00
0.00	2887	0.00	36	100.00
0.00	2498	0.00	36	100.00
0.00	2273	0.00	36	100.00
0.00	1779	0.00	36	100.00
0.00	1169	0.00	36	100.00
0.00	460	0.00	36	100.00
0.00	449	0.00	36	100.00
0.00	478	0.00	36	100.00
0.00	1185	0.00	36	100.00
0.00	2581	0.00	36	100.00
0.80	3990	0.60	36	100.00
1.30	3869	0.60	36	100.00
0.00	3745	0.00	36	100.00
0.00	3205	0.00	36	100.00
0.00	2934	0.00	36	100.00
0.00	2966	0.00	36	100.00
0.00	2835	0.00	36	100.00
0.00	2885	0.00	36	100.00
0.00	3077	0.00	36	100.00
0.00	3375	0.00	36	100.00
0.00	3490	0.00	36	100.00
0.00	3377	0.00	36	100.00
0.00	3619	0.00	36	100.00
0.00	2904	0.00	36	100.00
0.00	2341	0.00	36	100.00
0.00	1881	0.00	36	100.00
0.00	1622	0.00	36	100.00
0.00	1156	0.00	36	100.00
0.00	694	0.00	36	100.00
0.00	512	0.00	36	100.00
0.00	452	0.00	36	100.00
0.00	505	0.00	36	100.00
0.00	1196	0.00	36	100.00
0.00	2655	0.00	36	100.00
0.30	3944	0.30	36	100.00
2.80	3787	1.60	36	100.00
0.00	3698	0.00	36	100.00
0.00	3233	0.00	36	100.00
0.00	2944	0.00	36	100.00
0.00	2770	0.00	36	100.00
0.00	2648	0.00	36	100.00
0.00	3057	0.00	36	100.00
0.00	3172	0.00	36	100.00
0.00	3696	0.00	36	100.00

Report Data

0.00	3659	0.00	36	100.00
0.00	3654	0.00	36	100.00
0.00	3615	0.00	36	100.00
0.00	3095	0.00	36	100.00
0.00	2325	0.00	36	100.00
0.00	1893	0.00	36	100.00
0.00	1688	0.00	36	100.00
0.00	1102	0.00	36	100.00
0.00	729	0.00	36	100.00
0.00	483	0.00	36	100.00
0.00	434	0.00	36	100.00
0.00	520	0.00	36	100.00
0.00	1213	0.00	36	100.00
0.00	2581	0.00	36	100.00
0.00	3883	0.00	36	100.00
2.90	4113	1.50	36	100.00
0.00	3856	0.00	36	100.00
0.00	3358	0.00	36	100.00
0.00	3092	0.00	36	100.00
0.00	3094	0.00	36	100.00
0.00	3057	0.00	36	100.00
0.00	3033	0.00	36	100.00
0.00	3330	0.00	36	100.00
0.00	3593	0.00	36	100.00
0.00	3735	0.00	36	100.00
0.00	3662	0.00	36	100.00
0.00	3551	0.00	36	100.00
0.00	3269	0.00	36	100.00
0.00	2519	0.00	36	100.00
0.00	2118	0.00	36	100.00
0.00	1725	0.00	36	100.00
0.00	1225	0.00	36	100.00
0.00	816	0.00	36	100.00
0.00	548	0.00	36	100.00
0.00	403	0.00	36	100.00
0.00	534	0.00	36	100.00
0.00	1165	0.00	36	100.00
0.00	2434	0.00	36	100.00
0.00	3540	0.00	36	100.00
0.00	4020	0.00	36	100.00
0.00	3715	0.00	36	100.00
0.00	3524	0.00	36	100.00
0.00	3360	0.00	36	100.00
0.00	3316	0.00	36	100.00
0.00	3192	0.00	36	100.00
0.00	3078	0.00	36	100.00
0.00	3353	0.00	36	100.00
0.00	3674	0.00	36	100.00
0.00	3705	0.00	36	100.00
0.00	3828	0.00	36	100.00
0.00	3699	0.00	36	100.00
0.00	3508	0.00	36	100.00

Report Data

0.00	2736	0.00	36	100.00
0.00	2595	0.00	36	100.00
0.00	2210	0.00	36	100.00
0.00	1625	0.00	36	100.00
0.00	1163	0.00	36	100.00
0.00	448	0.00	36	100.00
0.00	423	0.00	36	100.00
0.00	465	0.00	36	100.00
0.00	1184	0.00	36	100.00
0.00	2479	0.00	36	100.00
0.00	4196	0.00	36	100.00
0.00	4110	0.00	36	100.00
0.00	3863	0.00	36	100.00
0.00	3305	0.00	36	100.00
0.00	2964	0.00	36	100.00
0.00	3065	0.00	36	100.00
0.00	2995	0.00	36	100.00
0.00	2994	0.10	36	100.00
0.00	2979	0.00	36	100.00
0.00	3304	0.00	36	100.00
0.00	3532	0.00	36	100.00
0.00	3438	0.00	36	100.00
0.00	3512	0.00	36	100.00
0.00	3008	0.00	36	100.00
0.00	2286	0.00	36	100.00
0.00	1679	0.00	36	100.00
0.00	1591	0.00	36	100.00
0.00	1107	0.00	36	100.00
0.00	662	0.00	36	100.00
0.00	475	0.00	36	100.00
0.00	417	0.00	36	100.00
0.00	486	0.00	36	100.00
0.00	1198	0.00	36	100.00
0.00	2558	0.00	36	100.00
0.00	4046	0.00	36	100.00
2.00	4072	1.30	36	100.00
0.00	3734	0.00	36	100.00
0.00	3310	0.00	36	100.00
0.00	3035	0.00	36	100.00
0.00	3003	0.00	36	100.00
0.00	2858	0.00	36	100.00
0.00	3043	0.00	36	100.00
0.00	3240	0.00	36	100.00
0.00	3457	0.00	36	100.00
0.00	3735	0.00	36	100.00
0.00	3589	0.00	36	100.00
0.00	3579	0.00	36	100.00
0.00	3085	0.00	36	100.00
0.00	2406	0.00	36	100.00
0.00	1919	0.00	36	100.00
0.00	1662	0.00	36	100.00
0.00	1170	0.00	36	100.00

Report Data

0.00	702	0.00	36	100.00
0.00	462	0.00	36	100.00
0.00	393	0.00	36	100.00
0.00	467	0.00	36	100.00
0.00	1203	0.00	36	100.00
0.00	2439	0.00	36	100.00
0.00	3926	0.00	36	100.00
1.00	4019	0.70	36	100.00
0.00	3622	0.00	36	100.00
0.00	3351	0.00	36	100.00
0.00	3126	0.00	36	100.00
0.00	2877	0.00	36	100.00
0.30	2863	0.40	36	100.00
0.00	2926	0.00	36	100.00
0.00	3266	0.00	36	100.00
0.00	3586	0.00	36	100.00
0.00	3557	0.00	36	100.00
0.00	3675	0.00	36	100.00
0.00	3763	0.00	36	100.00
0.00	3162	0.00	36	100.00
0.00	2418	0.00	36	100.00
0.00	2333	0.00	36	100.00
0.00	1862	0.00	36	100.00
0.00	1335	0.00	36	100.00
0.00	822	0.00	36	100.00
0.00	547	0.00	36	100.00
0.00	421	0.00	36	100.00
0.00	501	0.00	36	100.00
0.00	1113	0.00	36	100.00
0.00	2332	0.00	36	100.00
0.00	3516	0.00	36	100.00
0.00	3789	0.00	36	100.00
0.00	3816	0.00	36	100.00
0.00	3496	0.00	36	100.00
0.00	3288	0.00	36	100.00
0.00	3272	0.00	36	100.00
0.00	3305	0.00	36	100.00
0.00	3385	0.00	36	100.00
0.00	3665	0.00	36	100.00
0.00	3824	0.00	36	100.00
0.00	3865	0.00	36	100.00
0.00	3792	0.00	36	100.00
0.00	3706	0.00	36	100.00
0.00	3341	0.00	36	100.00
0.00	2934	0.00	36	100.00
0.00	2476	0.00	36	100.00
0.00	2045	0.00	36	100.00
0.00	1675	0.00	36	100.00
0.00	1111	0.00	36	100.00
0.00	533	0.00	36	100.00
0.00	442	0.00	36	100.00
0.00	534	0.00	36	100.00

Report Data

0.00	1274	0.00	36	100.00
0.00	2596	0.00	36	100.00
0.00	4042	0.00	36	100.00
1.80	3733	1.20	36	100.00
0.00	3663	0.00	36	100.00
0.00	3328	0.00	36	100.00
0.00	3208	0.00	36	100.00
0.00	3091	0.00	36	100.00
0.00	2995	0.00	36	100.00
0.00	3057	0.00	36	100.00
0.00	3328	0.00	36	100.00
0.00	3404	0.00	36	100.00
0.00	3578	0.00	36	100.00
0.00	3466	0.00	36	100.00
0.00	3532	0.00	36	100.00
0.00	2930	0.00	36	100.00
0.00	2293	0.00	36	100.00
0.00	1838	0.00	36	100.00
0.00	1586	0.00	36	100.00
0.00	1187	0.00	36	100.00
0.00	798	0.00	36	100.00
0.00	485	0.00	36	100.00
0.00	416	0.00	36	100.00
0.00	480	0.00	36	100.00
0.00	1265	0.00	36	100.00
0.00	2610	0.00	36	100.00
0.00	3938	0.00	36	100.00
0.20	3993	0.10	36	100.00
0.00	3757	0.00	36	100.00
0.00	3450	0.00	36	100.00
0.00	3309	0.00	36	100.00
0.00	3053	0.00	36	100.00
0.00	2815	0.00	36	100.00
0.00	3014	0.00	36	100.00
0.00	3174	0.00	36	100.00
0.00	3437	0.00	36	100.00
0.00	3630	0.00	36	100.00
0.00	3570	0.00	36	100.00
0.00	3645	0.00	36	100.00
0.00	3028	0.00	36	100.00
0.00	2385	0.00	36	100.00
0.00	1903	0.00	36	100.00
0.00	1692	0.00	36	100.00
0.00	1230	0.00	36	100.00
0.00	683	0.00	36	100.00
0.00	467	0.00	36	100.00
0.00	398	0.00	36	100.00
0.00	468	0.00	36	100.00
0.00	1235	0.00	36	100.00
0.00	2477	0.00	36	100.00
0.00	3979	0.00	36	100.00
0.50	4104	0.20	36	100.00

Report Data

0.00	3870	0.00	36	100.00
0.00	3524	0.00	36	100.00
0.00	3150	0.00	36	100.00
0.00	2983	0.00	36	100.00
0.00	2906	0.00	36	100.00
0.00	3212	0.00	36	100.00
0.00	3073	0.00	36	100.00
0.00	3312	0.00	36	100.00
0.00	3614	0.00	36	100.00
0.00	3594	0.00	36	100.00
0.00	3354	0.00	36	100.00
0.00	2865	0.00	36	100.00
0.00	2523	0.00	36	100.00
0.00	2163	0.00	36	100.00
0.00	1912	0.00	36	100.00
0.00	1396	0.00	36	100.00
0.00	866	0.00	36	100.00
0.00	572	0.00	36	100.00
0.00	436	0.00	36	100.00
0.00	556	0.00	36	100.00
0.00	1183	0.00	36	100.00
0.00	2448	0.00	36	100.00
0.00	3628	0.00	36	100.00
0.00	3902	0.00	36	100.00
0.00	3788	0.00	36	100.00
0.00	3388	0.00	36	100.00
0.00	3334	0.00	36	100.00
0.00	3157	0.00	36	100.00
1.00	3050	0.80	36	100.00
0.00	3051	0.00	36	100.00
0.00	3329	0.00	36	100.00
0.00	3760	0.00	36	100.00
0.00	3666	0.00	36	100.00
0.00	3877	0.00	36	100.00
0.00	3677	0.00	36	100.00
0.00	3417	0.00	36	100.00
0.00	2870	0.00	36	100.00
0.00	2608	0.00	36	100.00
0.00	2308	0.00	36	100.00
0.00	1629	0.00	36	100.00
0.00	1153	0.00	36	100.00

Report Data

7AM Average	3762	AM Peak	3762
8AM Average	3353		
4PM Average	3633	PM Peak	3633
5PM Average	3580		

PeMS Report Description

Report Description

Report	Aggregates>Time Series
Route Name	
Route Description	
Report link	https://pems.dot.ca.gov:443/?report_form=1&dnnode=VDS&content=lo
Report generated	09/24/2025 10:03
PeMS version	caltrans_pems-20.0.1

Report Parameters

Parameter	Value
Quantity	Flow
Data	16,416 Lane Points
Data Quality	100% Observed
Segment Type	VDS
Segment Name	Mainline VDS 818210 - NUEVO ST N/O
start date	05/01/2024 00:00:00
end date	05/31/2024 23:59:59
Day of Week	Tu,We,Th,Fr
Granularity	hour

PeMS Report Description

[ops&tab=det_timeseries&station_id=818210&s_time_id=1714521600&s_time_id_f=05%2F01%2F20](#)

PeMS Report Description

[124+00%3A00&e_time_id=1717199940&e_time_id_f=05%2F31%2F2024+23%3A59&tod=all&tod_fror](#)

PeMS Report Description

n=0&tod_to=0&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&q2=truck_prop&gn=hour&i

PeMS Report Description

[agg=on&lane1=on&lane2=on&lane3=on](#)

Report Data

Hour	Hour	Lane 1 Flow (Ve	Lane 1 Truck Pr	Lane 2 Flow (Ve	Lane 2 Truck Pr	Lane 3 Flow (Ve
0	5/1/2024 0:00	136	0.00	215	0.90	157
1	5/1/2024 1:00	110	0.00	191	7.30	142
2	5/1/2024 2:00	161	0.00	237	6.80	144
3	5/1/2024 3:00	513	0.00	516	5.60	290
4	5/1/2024 4:00	1256	0.00	966	3.40	556
5	5/1/2024 5:00	1937	0.00	1550	3.50	930
6	5/1/2024 6:00	1529	0.00	1420	2.60	1078
7	5/1/2024 7:00	1318	0.00	1210	2.10	868
8	5/1/2024 8:00	1349	0.00	1199	6.40	790
9	5/1/2024 9:00	1395	0.00	1214	6.80	732
10	5/1/2024 10:00	1422	0.00	1167	9.60	760
11	5/1/2024 11:00	1285	0.00	1136	10.70	715
12	5/1/2024 12:00	1307	0.00	1155	10.50	771
13	5/1/2024 13:00	1418	0.00	1188	10.20	791
14	5/1/2024 14:00	1490	0.00	1231	10.00	844
15	5/1/2024 15:00	1545	0.00	1308	9.80	897
16	5/1/2024 16:00	1550	0.00	1314	8.00	914
17	5/1/2024 17:00	1491	0.00	1253	7.10	925
18	5/1/2024 18:00	1387	0.00	1204	2.20	642
19	5/1/2024 19:00	963	0.00	973	0.00	471
20	5/1/2024 20:00	419	0.00	796	0.00	471
21	5/1/2024 21:00	631	0.00	700	0.00	456
22	5/1/2024 22:00	788	0.00	446	0.00	289
23	5/1/2024 23:00	844	0.00	323	0.00	195
0	5/2/2024 0:00	1165	0.00	239	0.00	161
1	5/2/2024 1:00	2000	0.00	182	0.00	136
2	5/2/2024 2:00	530	0.00	239	0.00	175
3	5/2/2024 3:00	647	0.00	546	0.00	317
4	5/2/2024 4:00	78	0.00	934	0.00	570
5	5/2/2024 5:00	606	0.00	1510	0.00	916
6	5/2/2024 6:00	866	0.00	1446	2.00	1183
7	5/2/2024 7:00	1175	0.00	1125	1.40	936
8	5/2/2024 8:00	1475	0.00	1230	4.20	767
9	5/2/2024 9:00	1448	0.00	1198	8.40	739
10	5/2/2024 10:00	1469	0.00	1187	8.30	752
11	5/2/2024 11:00	1361	0.00	1166	9.80	697
12	5/2/2024 12:00	1372	0.00	1134	10.00	740
13	5/2/2024 13:00	1448	0.00	1235	10.10	773
14	5/2/2024 14:00	1569	0.00	1287	10.30	878
15	5/2/2024 15:00	1510	0.00	1237	9.80	912
16	5/2/2024 16:00	1596	0.00	1313	8.50	914
17	5/2/2024 17:00	1537	0.00	1304	8.10	918
18	5/2/2024 18:00	1403	0.00	1194	5.20	683
19	5/2/2024 19:00	953	0.00	973	0.30	405
20	5/2/2024 20:00	658	0.00	929	0.00	473
21	5/2/2024 21:00	902	0.00	751	0.00	459
22	5/2/2024 22:00	889	0.00	522	0.00	338
23	5/2/2024 23:00	627	0.00	357	0.00	219
0	5/3/2024 0:00	203	0.00	246	0.00	148
1	5/3/2024 1:00	1772	0.00	195	0.00	150
2	5/3/2024 2:00	1020	0.00	239	0.00	135

Report Data

3	5/3/2024 3:00	458	0.00	532	0.60	288
4	5/3/2024 4:00	1082	0.00	927	1.60	509
5	5/3/2024 5:00	1769	0.00	1356	3.00	845
6	5/3/2024 6:00	1553	0.00	1408	1.10	990
7	5/3/2024 7:00	1179	0.00	1086	1.90	867
8	5/3/2024 8:00	1499	0.00	1250	3.80	819
9	5/3/2024 9:00	1520	0.00	1281	7.20	793
10	5/3/2024 10:00	1470	0.00	1255	8.00	802
11	5/3/2024 11:00	1402	0.00	1193	9.10	737
12	5/3/2024 12:00	1602	0.00	1206	8.50	851
13	5/3/2024 13:00	1514	0.00	1289	8.20	824
14	5/3/2024 14:00	1654	0.00	1406	6.50	992
15	5/3/2024 15:00	1499	0.00	1313	6.00	1007
16	5/3/2024 16:00	1611	0.00	1374	4.90	986
17	5/3/2024 17:00	1557	0.00	1355	4.20	929
18	5/3/2024 18:00	1552	0.00	1346	2.40	583
19	5/3/2024 19:00	1360	0.00	1055	0.10	421
20	5/3/2024 20:00	135	0.00	974	0.00	473
21	5/3/2024 21:00	584	0.00	928	0.00	492
22	5/3/2024 22:00	959	0.00	742	0.00	424
23	5/3/2024 23:00	479	0.00	524	0.00	287
0	5/7/2024 0:00	799	0.00	261	0.00	171
1	5/7/2024 1:00	178	0.00	187	0.00	124
2	5/7/2024 2:00	297	0.00	222	0.00	166
3	5/7/2024 3:00	730	0.00	531	0.00	283
4	5/7/2024 4:00	585	0.00	982	0.00	550
5	5/7/2024 5:00	552	0.00	1532	0.00	910
6	5/7/2024 6:00	867	0.00	1491	0.00	1138
7	5/7/2024 7:00	1193	0.00	1122	1.20	932
8	5/7/2024 8:00	1298	0.00	1112	7.90	738
9	5/7/2024 9:00	1266	0.00	1094	7.70	717
10	5/7/2024 10:00	1344	0.00	1166	11.50	703
11	5/7/2024 11:00	1111	0.00	1025	11.70	648
12	5/7/2024 12:00	1251	0.00	1080	11.30	739
13	5/7/2024 13:00	1450	0.00	1206	11.90	833
14	5/7/2024 14:00	1410	0.00	1224	9.10	796
15	5/7/2024 15:00	1535	0.00	1263	8.20	872
16	5/7/2024 16:00	1531	0.00	1270	7.20	883
17	5/7/2024 17:00	1570	0.00	1260	8.30	803
18	5/7/2024 18:00	1279	0.00	1110	9.80	433
19	5/7/2024 19:00	726	0.00	668	15.90	362
20	5/7/2024 20:00	203	0.00	326	5.20	348
21	5/7/2024 21:00	882	0.00	688	0.00	362
22	5/7/2024 22:00	951	0.00	482	0.20	309
23	5/7/2024 23:00	371	0.00	321	0.00	196
0	5/8/2024 0:00	447	0.00	240	0.00	168
1	5/8/2024 1:00	118	0.00	187	2.70	138
2	5/8/2024 2:00	174	0.00	217	8.80	152
3	5/8/2024 3:00	505	0.00	550	6.00	302
4	5/8/2024 4:00	1207	0.00	950	4.40	571
5	5/8/2024 5:00	1927	0.00	1515	2.00	957
6	5/8/2024 6:00	1348	0.00	1280	1.40	1085

Report Data

7	5/8/2024 7:00	1110	0.00	1066	2.40	888
8	5/8/2024 8:00	1443	0.00	1169	6.80	744
9	5/8/2024 9:00	1363	0.00	1216	6.50	727
10	5/8/2024 10:00	1394	0.00	1148	11.10	741
11	5/8/2024 11:00	1269	0.00	1088	10.80	735
12	5/8/2024 12:00	1290	0.00	1109	10.60	751
13	5/8/2024 13:00	1307	0.00	1141	10.10	743
14	5/8/2024 14:00	1487	0.00	1224	10.30	852
15	5/8/2024 15:00	1493	0.00	1277	12.00	878
16	5/8/2024 16:00	1598	0.00	1319	11.50	927
17	5/8/2024 17:00	1499	0.00	1301	12.10	845
18	5/8/2024 18:00	1328	0.00	1164	22.40	442
19	5/8/2024 19:00	1090	0.00	683	10.10	359
20	5/8/2024 20:00	313	0.00	824	0.00	453
21	5/8/2024 21:00	271	0.00	689	0.00	403
22	5/8/2024 22:00	333	0.00	520	0.00	298
23	5/8/2024 23:00	950	0.00	336	0.00	192
0	5/9/2024 0:00	94	0.00	228	0.00	148
1	5/9/2024 1:00	14	0.00	192	0.00	136
2	5/9/2024 2:00	130	0.00	249	0.00	155
3	5/9/2024 3:00	3469	0.00	518	0.00	307
4	5/9/2024 4:00	3285	0.00	961	0.00	549
5	5/9/2024 5:00	2170	0.00	1511	0.00	969
6	5/9/2024 6:00	1485	0.00	1405	0.60	1167
7	5/9/2024 7:00	1225	0.00	1098	0.70	850
8	5/9/2024 8:00	1401	0.00	1265	4.00	802
9	5/9/2024 9:00	1256	0.00	1195	8.30	734
10	5/9/2024 10:00	1288	0.00	1198	6.70	773
11	5/9/2024 11:00	1161	0.00	1111	9.60	723
12	5/9/2024 12:00	1323	0.00	1270	7.10	808
13	5/9/2024 13:00	1354	0.00	1146	13.10	816
14	5/9/2024 14:00	1516	0.00	1224	12.10	858
15	5/9/2024 15:00	1549	0.00	1258	13.80	866
16	5/9/2024 16:00	1583	0.00	1121	30.00	894
17	5/9/2024 17:00	1543	0.00	1041	31.90	927
18	5/9/2024 18:00	1603	0.00	728	28.40	462
19	5/9/2024 19:00	595	0.00	992	0.00	363
20	5/9/2024 20:00	155	0.00	911	0.00	320
21	5/9/2024 21:00	268	0.00	768	0.00	186
22	5/9/2024 22:00	545	0.00	537	0.00	300
23	5/9/2024 23:00	533	0.00	389	0.00	231
0	5/10/2024 0:00	829	0.00	231	0.40	143
1	5/10/2024 1:00	157	0.00	200	4.00	148
2	5/10/2024 2:00	172	0.00	228	7.90	148
3	5/10/2024 3:00	508	0.00	479	6.10	278
4	5/10/2024 4:00	1071	0.00	908	6.60	518
5	5/10/2024 5:00	1705	0.00	1365	4.50	845
6	5/10/2024 6:00	1827	0.00	1497	4.70	938
7	5/10/2024 7:00	1627	0.00	1321	6.10	857
8	5/10/2024 8:00	1581	0.00	1283	5.80	812
9	5/10/2024 9:00	1571	0.00	1234	6.30	747
10	5/10/2024 10:00	1471	0.00	1179	9.40	792

Report Data

11	5/10/2024 11:00	1369	0.00	1197	9.90	731
12	5/10/2024 12:00	1470	0.00	1237	9.90	826
13	5/10/2024 13:00	1428	0.00	1209	9.80	817
14	5/10/2024 14:00	1455	0.00	1275	8.10	1046
15	5/10/2024 15:00	1421	0.00	1247	10.70	895
16	5/10/2024 16:00	1486	0.00	1278	11.80	908
17	5/10/2024 17:00	1512	0.00	1319	11.40	706
18	5/10/2024 18:00	1493	0.00	1258	19.60	371
19	5/10/2024 19:00	874	0.00	534	28.70	443
20	5/10/2024 20:00	774	0.00	711	16.00	481
21	5/10/2024 21:00	426	0.00	959	7.70	448
22	5/10/2024 22:00	424	0.00	760	0.00	449
23	5/10/2024 23:00	425	0.00	558	0.00	302
0	5/14/2024 0:00	490	0.00	219	0.00	152
1	5/14/2024 1:00	427	0.00	201	0.00	138
2	5/14/2024 2:00	414	0.00	223	0.00	161
3	5/14/2024 3:00	530	0.00	522	0.00	299
4	5/14/2024 4:00	1301	0.00	1000	1.00	562
5	5/14/2024 5:00	1940	0.00	1505	0.50	929
6	5/14/2024 6:00	1508	0.00	1403	0.60	1144
7	5/14/2024 7:00	1161	0.00	1123	1.80	866
8	5/14/2024 8:00	1381	0.00	1227	6.40	751
9	5/14/2024 9:00	1378	0.00	1161	8.10	704
10	5/14/2024 10:00	1404	0.00	1138	8.70	725
11	5/14/2024 11:00	1270	0.00	1089	10.20	705
12	5/14/2024 12:00	1252	0.00	1107	8.80	734
13	5/14/2024 13:00	1345	0.00	1201	9.80	729
14	5/14/2024 14:00	1496	0.00	1264	9.40	865
15	5/14/2024 15:00	1462	0.00	1219	7.60	842
16	5/14/2024 16:00	1519	0.00	1269	9.20	870
17	5/14/2024 17:00	1539	0.00	1277	6.60	925
18	5/14/2024 18:00	1269	0.00	1076	5.40	504
19	5/14/2024 19:00	1015	0.00	907	0.00	355
20	5/14/2024 20:00	575	0.00	793	0.10	305
21	5/14/2024 21:00	298	0.00	678	0.00	385
22	5/14/2024 22:00	249	0.00	514	0.00	312
23	5/14/2024 23:00	1157	0.00	329	0.00	205
0	5/15/2024 0:00	867	0.00	257	0.00	145
1	5/15/2024 1:00	542	0.00	199	0.50	156
2	5/15/2024 2:00	194	0.00	217	6.50	156
3	5/15/2024 3:00	541	0.00	508	5.50	310
4	5/15/2024 4:00	1306	0.00	1012	4.40	573
5	5/15/2024 5:00	1921	0.00	1467	3.80	958
6	5/15/2024 6:00	1357	0.00	1271	5.70	1090
7	5/15/2024 7:00	1154	0.00	1067	6.70	818
8	5/15/2024 8:00	1371	0.00	1243	5.20	732
9	5/15/2024 9:00	1337	0.00	1175	9.70	737
10	5/15/2024 10:00	1244	0.00	1099	9.50	708
11	5/15/2024 11:00	1171	0.00	1040	11.20	693
12	5/15/2024 12:00	1381	0.00	1171	9.60	763
13	5/15/2024 13:00	1395	0.00	1212	7.40	818
14	5/15/2024 14:00	1608	0.00	1314	8.80	841

Report Data

15	5/15/2024 15:00	1554	0.00	1272	8.70	898
16	5/15/2024 16:00	1532	0.00	1273	9.30	1023
17	5/15/2024 17:00	1546	0.00	1280	7.70	892
18	5/15/2024 18:00	1405	0.00	1147	1.70	448
19	5/15/2024 19:00	769	0.00	916	0.00	412
20	5/15/2024 20:00	579	0.00	822	0.00	453
21	5/15/2024 21:00	357	0.00	720	0.00	458
22	5/15/2024 22:00	362	0.00	471	0.00	311
23	5/15/2024 23:00	929	0.00	324	0.00	219
0	5/16/2024 0:00	1088	0.00	231	0.00	155
1	5/16/2024 1:00	711	0.00	231	0.00	131
2	5/16/2024 2:00	1749	0.00	246	0.00	160
3	5/16/2024 3:00	2702	0.00	546	0.00	290
4	5/16/2024 4:00	2954	0.00	1030	0.00	566
5	5/16/2024 5:00	2728	0.00	1262	0.00	901
6	5/16/2024 6:00	1596	0.00	1355	0.10	1140
7	5/16/2024 7:00	1243	0.00	1174	0.00	939
8	5/16/2024 8:00	1476	0.00	1268	4.30	826
9	5/16/2024 9:00	1414	0.00	1204	7.10	742
10	5/16/2024 10:00	1395	0.00	1162	9.30	732
11	5/16/2024 11:00	1417	0.00	1178	8.60	763
12	5/16/2024 12:00	1411	0.00	1205	10.30	794
13	5/16/2024 13:00	1492	0.00	1219	10.00	839
14	5/16/2024 14:00	1604	0.00	1324	7.60	878
15	5/16/2024 15:00	1567	0.00	1323	8.40	905
16	5/16/2024 16:00	1606	0.00	1312	8.90	938
17	5/16/2024 17:00	1519	0.00	1304	5.50	916
18	5/16/2024 18:00	1374	0.00	1200	2.70	615
19	5/16/2024 19:00	931	0.00	962	0.00	351
20	5/16/2024 20:00	267	0.00	874	0.00	436
21	5/16/2024 21:00	367	0.00	757	0.00	405
22	5/16/2024 22:00	170	0.00	544	0.00	318
23	5/16/2024 23:00	699	0.00	377	0.00	231
0	5/17/2024 0:00	185	0.00	232	5.60	166
1	5/17/2024 1:00	137	0.00	187	3.70	114
2	5/17/2024 2:00	193	0.00	247	6.10	147
3	5/17/2024 3:00	493	0.00	523	7.60	312
4	5/17/2024 4:00	1153	0.00	949	4.30	549
5	5/17/2024 5:00	1721	0.00	1348	4.60	794
6	5/17/2024 6:00	1730	0.00	1459	4.20	1017
7	5/17/2024 7:00	1542	0.00	1320	5.10	815
8	5/17/2024 8:00	1567	0.00	1326	5.70	857
9	5/17/2024 9:00	1605	0.00	1329	8.10	761
10	5/17/2024 10:00	1565	0.00	1277	8.00	792
11	5/17/2024 11:00	1517	0.00	1227	8.80	773
12	5/17/2024 12:00	1363	0.00	1169	10.10	781
13	5/17/2024 13:00	1413	0.00	1259	6.80	837
14	5/17/2024 14:00	1637	0.00	1363	6.80	871
15	5/17/2024 15:00	1563	0.00	1326	6.60	914
16	5/17/2024 16:00	1620	0.00	1376	7.30	967
17	5/17/2024 17:00	1633	0.00	1374	6.90	989
18	5/17/2024 18:00	1540	0.00	1321	3.60	722

Report Data

19	5/17/2024 19:00	960	0.00	1103	0.00	390
20	5/17/2024 20:00	167	0.00	1053	0.00	465
21	5/17/2024 21:00	470	0.00	923	0.00	507
22	5/17/2024 22:00	573	0.00	726	0.00	439
23	5/17/2024 23:00	378	0.00	555	0.00	318
0	5/21/2024 0:00	1635	0.00	233	0.00	133
1	5/21/2024 1:00	298	0.00	192	0.00	136
2	5/21/2024 2:00	525	0.00	225	0.00	144
3	5/21/2024 3:00	734	0.00	515	0.00	292
4	5/21/2024 4:00	1759	0.00	1016	0.00	512
5	5/21/2024 5:00	1992	0.00	1597	0.10	1003
6	5/21/2024 6:00	1805	0.00	1469	1.00	1105
7	5/21/2024 7:00	1218	0.00	1122	0.00	913
8	5/21/2024 8:00	1492	0.00	1242	2.60	730
9	5/21/2024 9:00	1387	0.00	1142	10.00	712
10	5/21/2024 10:00	1443	0.00	1176	11.00	712
11	5/21/2024 11:00	1400	0.00	1184	11.50	735
12	5/21/2024 12:00	1226	0.00	1167	9.90	822
13	5/21/2024 13:00	1326	0.00	1116	13.30	771
14	5/21/2024 14:00	1484	0.00	1245	10.40	825
15	5/21/2024 15:00	1519	0.00	1274	9.60	874
16	5/21/2024 16:00	1454	0.00	1268	9.40	867
17	5/21/2024 17:00	1512	0.00	1255	8.30	901
18	5/21/2024 18:00	1454	0.00	1119	4.00	623
19	5/21/2024 19:00	560	0.00	897	0.00	303
20	5/21/2024 20:00	538	0.00	739	0.40	351
21	5/21/2024 21:00	571	0.00	671	0.00	385
22	5/21/2024 22:00	99	0.00	486	0.00	300
23	5/21/2024 23:00	712	0.00	303	0.00	187
0	5/22/2024 0:00	622	0.00	239	0.00	149
1	5/22/2024 1:00	675	0.00	190	0.00	137
2	5/22/2024 2:00	164	0.00	237	0.00	150
3	5/22/2024 3:00	828	0.00	533	0.00	300
4	5/22/2024 4:00	1302	0.00	991	0.00	542
5	5/22/2024 5:00	2771	0.00	1558	0.00	934
6	5/22/2024 6:00	1556	0.00	1412	0.00	1156
7	5/22/2024 7:00	1209	0.00	1136	0.10	896
8	5/22/2024 8:00	1448	0.00	1223	2.90	769
9	5/22/2024 9:00	1400	0.00	1202	5.70	701
10	5/22/2024 10:00	1405	0.00	1163	8.90	754
11	5/22/2024 11:00	1292	0.00	1091	10.10	703
12	5/22/2024 12:00	1353	0.00	1169	9.70	767
13	5/22/2024 13:00	1446	0.00	1215	11.60	815
14	5/22/2024 14:00	1572	0.00	1238	9.10	867
15	5/22/2024 15:00	1568	0.00	1351	8.40	919
16	5/22/2024 16:00	1524	0.00	1295	9.00	923
17	5/22/2024 17:00	1531	0.00	1318	7.10	874
18	5/22/2024 18:00	1316	0.00	1144	7.20	802
19	5/22/2024 19:00	1332	0.00	942	1.60	341
20	5/22/2024 20:00	244	0.00	776	0.00	403
21	5/22/2024 21:00	641	0.00	693	0.00	370
22	5/22/2024 22:00	753	0.00	514	0.00	317

Report Data

23	5/22/2024 23:00	532	0.00	343	0.00	193
0	5/23/2024 0:00	1021	0.00	216	0.00	133
1	5/23/2024 1:00	106	0.00	194	3.10	137
2	5/23/2024 2:00	156	0.00	242	8.70	150
3	5/23/2024 3:00	522	0.00	533	5.10	294
4	5/23/2024 4:00	1184	0.00	932	4.20	562
5	5/23/2024 5:00	1892	0.00	1496	3.50	937
6	5/23/2024 6:00	1525	0.00	1435	2.80	1152
7	5/23/2024 7:00	1186	0.00	1102	3.40	812
8	5/23/2024 8:00	1439	0.00	1279	6.30	801
9	5/23/2024 9:00	1307	0.00	1136	8.90	737
10	5/23/2024 10:00	1262	0.00	1117	6.50	726
11	5/23/2024 11:00	1198	0.00	1136	8.10	755
12	5/23/2024 12:00	1274	0.00	1098	8.50	795
13	5/23/2024 13:00	1445	0.00	1234	9.70	848
14	5/23/2024 14:00	1564	0.00	1324	6.50	883
15	5/23/2024 15:00	1487	0.00	1255	6.50	886
16	5/23/2024 16:00	1559	0.00	1364	5.80	944
17	5/23/2024 17:00	1592	0.00	1364	3.50	964
18	5/23/2024 18:00	1402	0.00	1165	0.80	592
19	5/23/2024 19:00	1078	0.00	978	0.00	461
20	5/23/2024 20:00	340	0.00	920	0.00	412
21	5/23/2024 21:00	597	0.00	806	0.00	403
22	5/23/2024 22:00	183	0.00	554	0.00	334
23	5/23/2024 23:00	72	0.00	375	0.00	222
0	5/24/2024 0:00	80	0.00	260	1.50	157
1	5/24/2024 1:00	133	0.00	201	5.50	119
2	5/24/2024 2:00	159	0.00	246	4.90	155
3	5/24/2024 3:00	468	0.00	510	4.30	298
4	5/24/2024 4:00	1062	0.00	925	5.00	524
5	5/24/2024 5:00	1742	0.00	1368	3.90	790
6	5/24/2024 6:00	1758	0.00	1456	4.20	896
7	5/24/2024 7:00	1629	0.00	1364	7.00	849
8	5/24/2024 8:00	1591	0.00	1328	6.90	794
9	5/24/2024 9:00	1525	0.00	1296	7.30	762
10	5/24/2024 10:00	1512	0.00	1318	7.60	782
11	5/24/2024 11:00	1563	0.00	1299	9.40	814
12	5/24/2024 12:00	1555	0.00	1293	7.80	851
13	5/24/2024 13:00	1642	0.00	1334	9.00	932
14	5/24/2024 14:00	1688	0.00	1410	8.20	961
15	5/24/2024 15:00	1506	0.00	1298	9.90	1076
16	5/24/2024 16:00	1620	0.00	1365	6.70	962
17	5/24/2024 17:00	1598	0.00	1328	7.50	973
18	5/24/2024 18:00	1523	0.00	1233	7.90	857
19	5/24/2024 19:00	1262	0.00	1167	2.20	329
20	5/24/2024 20:00	295	0.00	1024	0.00	418
21	5/24/2024 21:00	692	0.00	864	0.00	516
22	5/24/2024 22:00	498	0.00	752	0.00	439
23	5/24/2024 23:00	202	0.00	510	0.00	312
0	5/28/2024 0:00	282	0.00	280	0.00	141
1	5/28/2024 1:00	690	0.00	216	0.00	119
2	5/28/2024 2:00	99	0.00	244	0.00	155

Report Data

3	5/28/2024 3:00	226	0.00	573	0.00	317
4	5/28/2024 4:00	537	0.00	1029	0.00	581
5	5/28/2024 5:00	1005	0.00	1499	0.00	984
6	5/28/2024 6:00	1267	0.00	1343	0.00	1050
7	5/28/2024 7:00	1153	0.00	1084	1.40	958
8	5/28/2024 8:00	1459	0.00	1222	4.80	759
9	5/28/2024 9:00	1482	0.00	1182	8.90	785
10	5/28/2024 10:00	1476	0.00	1205	11.20	742
11	5/28/2024 11:00	1382	0.00	1175	12.70	791
12	5/28/2024 12:00	1419	0.00	1144	12.40	806
13	5/28/2024 13:00	1392	0.00	1244	10.00	850
14	5/28/2024 14:00	1549	0.00	1298	11.80	856
15	5/28/2024 15:00	1490	0.00	1313	10.90	885
16	5/28/2024 16:00	1489	0.00	1279	12.40	886
17	5/28/2024 17:00	1485	0.00	1298	26.80	813
18	5/28/2024 18:00	1716	0.00	805	26.20	574
19	5/28/2024 19:00	1357	0.00	634	12.30	251
20	5/28/2024 20:00	431	0.00	795	0.00	357
21	5/28/2024 21:00	194	0.00	718	0.00	413
22	5/28/2024 22:00	244	0.00	538	0.00	323
23	5/28/2024 23:00	75	0.00	359	0.00	219
0	5/29/2024 0:00	1186	0.00	219	0.00	136
1	5/29/2024 1:00	597	0.00	205	0.00	122
2	5/29/2024 2:00	225	0.00	226	0.00	170
3	5/29/2024 3:00	1572	0.00	528	0.00	303
4	5/29/2024 4:00	3397	0.00	976	0.00	566
5	5/29/2024 5:00	2801	0.00	1125	0.00	842
6	5/29/2024 6:00	1668	0.00	1472	0.10	1099
7	5/29/2024 7:00	1222	0.00	1155	0.80	884
8	5/29/2024 8:00	1528	0.00	1319	2.00	854
9	5/29/2024 9:00	1579	0.00	1292	6.70	771
10	5/29/2024 10:00	1449	0.00	1191	11.60	752
11	5/29/2024 11:00	1298	0.00	1106	11.80	640
12	5/29/2024 12:00	1381	0.00	1122	10.30	766
13	5/29/2024 13:00	1380	0.00	1174	11.80	837
14	5/29/2024 14:00	1552	0.00	1320	11.20	853
15	5/29/2024 15:00	1549	0.00	1319	11.20	924
16	5/29/2024 16:00	1527	0.00	1308	11.20	927
17	5/29/2024 17:00	1570	0.00	1308	14.20	972
18	5/29/2024 18:00	1343	0.00	1109	32.60	609
19	5/29/2024 19:00	1358	0.00	597	9.70	388
20	5/29/2024 20:00	230	0.00	799	0.40	389
21	5/29/2024 21:00	770	0.00	739	0.00	416
22	5/29/2024 22:00	219	0.00	520	0.00	342
23	5/29/2024 23:00	154	0.00	309	0.00	189
0	5/30/2024 0:00	150	0.00	233	9.90	135
1	5/30/2024 1:00	131	0.00	158	7.00	152
2	5/30/2024 2:00	144	0.00	224	4.90	159
3	5/30/2024 3:00	520	0.00	547	4.80	320
4	5/30/2024 4:00	1190	0.00	959	5.40	544
5	5/30/2024 5:00	1952	0.00	1509	3.00	924
6	5/30/2024 6:00	1597	0.00	1436	3.80	1098

Report Data

7	5/30/2024 7:00	1213	0.00	1159	3.90	992
8	5/30/2024 8:00	1567	0.00	1309	6.00	858
9	5/30/2024 9:00	1478	0.00	1241	10.20	727
10	5/30/2024 10:00	1378	0.00	1136	10.20	720
11	5/30/2024 11:00	1342	0.00	1139	13.60	743
12	5/30/2024 12:00	1420	0.00	1164	13.10	776
13	5/30/2024 13:00	1211	0.00	1002	16.30	804
14	5/30/2024 14:00	1280	0.00	1083	14.90	913
15	5/30/2024 15:00	1285	0.00	1157	12.40	1046
16	5/30/2024 16:00	1447	0.00	1255	13.50	965
17	5/30/2024 17:00	1231	0.00	1055	19.60	838
18	5/30/2024 18:00	1343	0.00	905	44.80	526
19	5/30/2024 19:00	830	0.00	605	5.00	393
20	5/30/2024 20:00	429	0.00	933	0.00	420
21	5/30/2024 21:00	427	0.00	851	0.00	323
22	5/30/2024 22:00	472	0.00	647	0.00	327
23	5/30/2024 23:00	41	0.00	401	0.00	216
0	5/31/2024 0:00	1203	0.00	292	0.00	161
1	5/31/2024 1:00	129	0.00	199	0.00	134
2	5/31/2024 2:00	1349	0.00	245	0.00	184
3	5/31/2024 3:00	3023	0.00	512	0.00	330
4	5/31/2024 4:00	1541	0.00	931	0.00	566
5	5/31/2024 5:00	3542	0.00	951	0.00	730
6	5/31/2024 6:00	2309	0.00	1298	0.00	891
7	5/31/2024 7:00	1598	0.00	1324	0.00	823
8	5/31/2024 8:00	1555	0.00	1282	3.70	788
9	5/31/2024 9:00	1618	0.00	1287	9.20	759
10	5/31/2024 10:00	1504	0.00	1233	10.10	756
11	5/31/2024 11:00	1353	0.00	1146	10.20	730
12	5/31/2024 12:00	1294	0.00	1122	5.60	734
13	5/31/2024 13:00	1450	0.00	1239	8.10	833
14	5/31/2024 14:00	1611	0.00	1334	8.50	964
15	5/31/2024 15:00	1537	0.00	1293	8.10	979
16	5/31/2024 16:00	1646	0.00	1389	7.80	1011
17	5/31/2024 17:00	1643	0.00	1353	7.20	969
18	5/31/2024 18:00	1535	0.00	1293	2.80	654
19	5/31/2024 19:00	1019	0.00	1126	0.00	432
20	5/31/2024 20:00	275	0.00	1071	0.00	396
21	5/31/2024 21:00	489	0.00	928	0.00	520
22	5/31/2024 22:00	147	0.00	746	0.00	461
23	5/31/2024 23:00	232	0.00	549	0.00	313

Report Data

Lane 3 Truck Pr Flow (Veh/Hour)	Truck Prop (%)	# Lane Points	% Observed	
29.30	508	9.40	36	100.00
46.50	443	18.10	36	100.00
36.80	542	12.70	36	100.00
37.60	1319	10.50	36	100.00
27.20	2778	6.60	36	100.00
22.20	4417	5.90	36	100.00
11.40	4027	4.00	36	100.00
12.70	3396	4.00	36	100.00
27.70	3338	8.90	36	100.00
33.30	3341	9.80	36	100.00
39.90	3349	12.40	36	100.00
36.40	3136	12.20	36	100.00
30.90	3233	11.10	36	100.00
32.60	3397	11.20	36	100.00
27.00	3565	9.80	36	100.00
27.20	3750	9.90	36	100.00
21.30	3778	7.90	36	100.00
20.80	3669	7.70	36	100.00
44.20	3233	9.60	36	100.00
3.00	2407	0.60	36	94.40
3.40	1686	0.90	36	88.90
0.00	1787	0.00	36	94.40
0.00	1523	0.00	36	86.10
0.50	1362	0.10	36	97.20
0.00	1565	0.00	36	100.00
2.20	2318	0.10	36	100.00
0.00	944	0.00	36	100.00
0.00	1510	0.00	36	100.00
0.00	1582	0.00	36	100.00
1.20	3032	0.40	36	80.60
4.50	3495	2.30	36	88.90
6.00	3236	2.20	36	100.00
29.30	3472	8.00	36	100.00
34.10	3385	10.40	36	100.00
35.10	3408	10.60	36	100.00
36.40	3224	11.40	36	100.00
37.80	3246	12.10	36	100.00
32.50	3456	10.90	36	100.00
31.70	3734	11.00	36	100.00
31.80	3659	11.20	36	100.00
21.60	3823	8.10	36	100.00
21.20	3759	8.00	36	100.00
41.30	3280	10.50	36	100.00
24.40	2331	4.40	36	97.20
5.30	2060	1.20	36	88.90
0.00	2112	0.00	36	100.00
0.00	1749	0.00	36	83.30
0.00	1203	0.00	36	86.10
0.00	597	0.00	36	88.90
0.00	2117	0.00	36	100.00
1.50	1394	0.10	36	100.00

Report Data

23.60	1278	5.60	36	100.00
22.60	2518	5.20	36	100.00
20.80	3970	5.50	36	100.00
11.30	3951	3.20	36	100.00
15.00	3132	4.80	36	100.00
26.60	3568	7.40	36	100.00
29.40	3594	9.00	36	100.00
37.20	3527	11.30	36	100.00
35.40	3332	11.10	36	100.00
32.20	3659	10.30	36	100.00
31.80	3627	10.10	36	100.00
23.90	4052	8.10	36	100.00
18.00	3819	6.80	36	100.00
24.60	3971	7.80	36	100.00
30.20	3841	8.80	36	100.00
43.60	3481	8.20	36	100.00
34.90	2836	5.20	36	94.40
1.50	1582	0.40	36	97.20
0.40	2004	0.10	36	100.00
6.60	2125	1.30	36	94.40
0.00	1290	0.00	36	83.30
1.20	1231	0.20	36	91.70
2.40	489	0.60	36	69.40
0.60	685	0.10	36	86.10
0.40	1544	0.10	36	72.20
1.80	2117	0.50	36	66.70
1.90	2994	0.60	36	86.10
0.40	3496	0.10	36	94.40
5.70	3247	2.10	36	100.00
31.20	3148	10.10	36	100.00
31.40	3077	10.00	36	100.00
41.50	3213	13.30	36	100.00
43.20	2784	14.40	36	100.00
34.50	3070	12.30	36	100.00
41.90	3489	14.10	36	100.00
45.20	3430	13.70	36	100.00
32.70	3670	10.60	36	100.00
27.00	3684	9.00	36	100.00
32.50	3633	10.10	36	100.00
47.60	2822	11.20	36	100.00
20.70	1756	10.30	36	94.40
0.00	877	1.90	36	100.00
5.00	1932	0.90	36	88.90
1.30	1742	0.30	36	94.40
0.00	888	0.00	36	75.00
0.60	855	0.10	36	83.30
18.80	443	7.00	36	97.20
42.80	543	15.50	36	100.00
39.10	1357	11.10	36	100.00
27.80	2728	7.40	36	100.00
17.80	4399	4.50	36	100.00
11.10	3713	3.70	36	100.00

Report Data

8.40	3064	3.30	36	100.00
31.20	3356	9.30	36	100.00
31.90	3306	9.40	36	100.00
38.50	3283	12.60	36	100.00
37.00	3092	12.60	36	100.00
37.30	3150	12.60	36	100.00
36.50	3191	12.10	36	100.00
30.30	3563	10.80	36	100.00
27.40	3648	10.80	36	100.00
24.30	3844	9.80	36	100.00
31.60	3645	11.70	36	100.00
49.10	2934	16.30	36	100.00
12.80	2132	5.40	36	97.20
5.70	1590	1.60	36	88.90
0.00	1363	0.00	36	97.20
0.00	1151	0.00	36	91.70
0.00	1478	0.00	36	80.60
0.00	470	0.00	36	86.10
0.00	342	0.00	36	97.20
0.00	534	0.00	36	100.00
0.00	4294	0.00	36	100.00
0.00	4795	0.00	36	100.00
0.00	4650	0.00	36	100.00
1.80	4057	0.70	36	100.00
9.20	3173	2.70	36	100.00
23.30	3468	6.80	36	100.00
33.70	3185	10.90	36	100.00
30.50	3259	9.70	36	100.00
31.70	2995	11.20	36	100.00
27.00	3401	9.10	36	100.00
34.60	3316	13.00	36	100.00
27.40	3598	10.60	36	100.00
23.30	3673	10.20	36	100.00
18.90	3598	14.00	36	100.00
15.10	3511	13.40	36	97.20
26.20	2793	11.70	36	91.70
15.20	1950	2.80	36	94.40
2.20	1386	0.50	36	94.40
16.10	1222	2.50	36	97.20
5.30	1382	1.20	36	86.10
0.00	1153	0.00	36	100.00
11.20	1203	1.40	36	100.00
39.20	505	13.10	36	100.00
40.50	548	14.20	36	100.00
34.20	1265	9.80	36	100.00
30.90	2497	8.80	36	100.00
23.00	3915	6.50	36	100.00
21.20	4262	6.30	36	100.00
24.90	3805	7.70	36	100.00
27.50	3676	8.10	36	100.00
33.50	3552	9.20	36	100.00
34.60	3442	11.20	36	100.00

Report Data

36.30	3297	11.60	36	100.00
33.50	3533	11.30	36	100.00
33.00	3454	11.20	36	100.00
21.50	3776	8.70	36	100.00
25.90	3563	10.30	36	100.00
29.60	3672	11.40	36	100.00
40.20	3537	12.30	36	100.00
49.30	3122	13.70	36	100.00
11.70	1851	11.10	36	94.40
1.20	1966	6.10	36	100.00
13.60	1833	7.40	36	83.30
0.00	1633	0.00	36	83.30
0.00	1285	0.00	36	94.40
0.00	861	0.00	36	86.10
0.00	766	0.00	36	94.40
0.00	798	0.00	36	100.00
8.00	1351	1.80	36	100.00
21.50	2863	4.60	36	100.00
16.00	4374	3.60	36	100.00
6.60	4055	2.10	36	100.00
12.60	3150	4.10	36	100.00
31.40	3359	9.30	36	100.00
39.20	3243	11.40	36	100.00
35.60	3267	10.90	36	100.00
39.60	3064	12.70	36	100.00
36.60	3093	11.80	36	100.00
33.90	3275	11.10	36	100.00
27.30	3625	9.80	36	100.00
24.20	3523	8.40	36	100.00
24.40	3658	9.00	36	100.00
25.10	3741	8.40	36	100.00
40.30	2849	9.20	36	100.00
28.50	2277	4.40	36	94.40
10.80	1673	2.00	36	100.00
2.90	1361	0.80	36	91.70
0.60	1075	0.20	36	77.80
0.00	1691	0.00	36	100.00
0.00	1269	0.00	36	100.00
12.80	897	2.30	36	100.00
39.10	567	13.20	36	100.00
29.00	1359	8.70	36	100.00
30.40	2891	7.60	36	100.00
20.70	4346	5.80	36	100.00
13.60	3718	5.90	36	100.00
22.60	3039	8.40	36	100.00
31.30	3346	8.80	36	100.00
36.50	3249	11.80	36	100.00
38.80	3051	12.40	36	100.00
40.40	2904	13.60	36	100.00
39.40	3315	12.50	36	100.00
32.80	3425	10.50	36	100.00
28.30	3763	9.40	36	100.00

Report Data

26.30	3724	9.30	36	100.00
18.10	3828	7.90	36	100.00
25.70	3718	8.80	36	100.00
45.30	3000	7.40	36	100.00
1.50	2097	0.30	36	100.00
4.40	1854	1.10	36	100.00
0.20	1535	0.10	36	83.30
0.00	1144	0.00	36	77.80
0.50	1472	0.10	36	80.60
0.00	1474	0.00	36	88.90
0.00	1073	0.00	36	88.90
0.00	2155	0.00	36	100.00
0.00	3538	0.00	36	100.00
0.00	4550	0.00	36	100.00
0.10	4891	0.00	36	69.40
1.50	4091	0.50	36	97.20
4.00	3356	1.10	36	100.00
25.40	3570	7.40	36	100.00
32.10	3360	9.60	36	100.00
35.20	3289	11.10	36	100.00
40.50	3358	12.20	36	100.00
35.00	3410	11.80	36	100.00
29.90	3550	10.50	36	100.00
28.50	3806	9.20	36	100.00
24.10	3795	8.70	36	100.00
20.60	3856	8.00	36	100.00
22.20	3739	7.40	36	100.00
37.70	3189	8.30	36	100.00
15.40	2244	2.40	36	97.20
3.20	1577	0.90	36	97.20
1.20	1529	0.30	36	100.00
0.00	1032	0.00	36	100.00
0.00	1307	0.00	36	100.00
39.20	583	13.40	36	100.00
39.50	438	11.90	36	100.00
40.10	587	12.60	36	100.00
39.70	1328	12.30	36	100.00
29.30	2651	7.60	36	100.00
25.90	3863	6.90	36	100.00
17.60	4206	5.70	36	100.00
25.50	3677	7.50	36	100.00
30.70	3750	9.00	36	100.00
34.30	3695	10.00	36	100.00
34.20	3634	10.30	36	100.00
33.50	3517	10.40	36	100.00
32.40	3313	11.20	36	100.00
30.30	3509	9.70	36	100.00
27.10	3871	8.50	36	100.00
25.10	3803	8.30	36	100.00
19.00	3963	7.20	36	100.00
21.00	3996	7.60	36	100.00
38.80	3583	9.20	36	100.00

Report Data

21.30	2453	3.40	36	91.70
4.70	1685	1.30	36	97.20
0.00	1900	0.00	36	100.00
0.00	1738	0.00	36	97.20
0.00	1251	0.00	36	72.20
0.00	2001	0.00	36	88.90
0.00	626	0.00	36	100.00
0.00	894	0.00	36	100.00
0.00	1541	0.00	36	100.00
0.00	3287	0.00	36	100.00
1.70	4592	0.40	36	94.40
5.60	4379	1.70	36	80.60
3.90	3253	1.10	36	100.00
27.80	3464	6.80	36	100.00
35.40	3241	11.30	36	100.00
34.60	3331	11.30	36	100.00
39.30	3319	12.80	36	100.00
32.20	3215	11.80	36	100.00
35.70	3213	13.20	36	100.00
30.10	3554	10.60	36	100.00
23.30	3667	8.90	36	100.00
21.70	3589	8.60	36	100.00
19.00	3668	7.50	36	100.00
29.20	3196	7.10	36	100.00
5.90	1760	1.00	36	91.70
0.90	1628	0.40	36	97.20
7.00	1627	1.70	36	94.40
1.70	885	0.60	36	94.40
0.00	1202	0.00	36	100.00
0.00	1010	0.00	36	91.70
0.00	1002	0.00	36	83.30
0.00	551	0.00	36	75.00
0.30	1661	0.10	36	97.20
0.00	2835	0.00	36	91.70
0.00	5263	0.00	36	100.00
0.00	4124	0.00	36	100.00
6.90	3241	1.90	36	100.00
26.10	3440	6.90	36	100.00
34.70	3303	9.40	36	100.00
34.40	3322	10.90	36	100.00
36.00	3086	11.80	36	100.00
35.20	3289	11.60	36	100.00
32.60	3476	11.70	36	100.00
29.10	3677	9.90	36	100.00
22.20	3838	8.30	36	100.00
22.40	3742	8.60	36	100.00
23.50	3723	8.00	36	100.00
25.80	3262	8.90	36	100.00
45.50	2615	6.50	36	100.00
1.20	1423	0.40	36	97.20
0.50	1704	0.10	36	94.40
0.00	1584	0.00	36	88.90

Report Data

0.00	1068	0.00	36	100.00
8.30	1370	0.80	36	100.00
40.10	437	14.00	36	100.00
38.70	548	14.40	36	100.00
39.50	1349	10.60	36	100.00
31.00	2678	8.00	36	100.00
23.60	4325	6.30	36	100.00
10.80	4112	4.00	36	100.00
16.30	3100	5.50	36	100.00
35.10	3519	10.30	36	100.00
38.30	3180	12.00	36	100.00
31.40	3105	9.70	36	100.00
38.70	3089	12.40	36	100.00
33.70	3167	11.40	36	100.00
33.30	3527	11.40	36	100.00
27.60	3771	8.80	36	100.00
20.40	3628	7.20	36	100.00
18.30	3867	6.50	36	100.00
22.30	3920	6.70	36	100.00
39.50	3159	7.70	36	100.00
20.60	2517	3.80	36	88.90
3.20	1672	0.80	36	97.20
4.00	1806	0.90	36	97.20
0.00	1071	0.00	36	100.00
0.00	669	0.00	36	97.20
8.30	497	3.40	36	97.20
40.30	453	13.00	36	100.00
43.20	560	14.10	36	100.00
34.90	1276	9.90	36	100.00
32.10	2511	8.50	36	100.00
25.20	3900	6.50	36	100.00
24.10	4110	6.70	36	100.00
28.30	3842	8.70	36	100.00
30.60	3713	9.00	36	100.00
32.30	3583	9.50	36	100.00
36.70	3612	10.70	36	100.00
33.70	3676	10.80	36	100.00
30.70	3699	9.80	36	100.00
27.70	3908	9.70	36	100.00
26.80	4059	9.20	36	100.00
21.80	3880	9.40	36	100.00
19.30	3947	7.00	36	100.00
21.70	3899	8.00	36	100.00
28.40	3613	9.40	36	100.00
45.60	2758	6.40	36	100.00
0.20	1737	0.10	36	100.00
3.30	2072	0.80	36	94.40
0.00	1689	0.00	36	72.20
0.00	1024	0.00	36	80.60
0.00	703	0.00	36	88.90
0.00	1025	0.00	36	83.30
0.00	498	0.00	36	83.30

Report Data

0.00	1116	0.00	36	83.30
0.30	2147	0.10	36	88.90
0.70	3488	0.20	36	94.40
0.20	3660	0.10	36	100.00
8.40	3195	3.00	36	100.00
27.80	3440	7.80	36	100.00
32.50	3449	10.40	36	100.00
37.20	3423	12.00	36	100.00
35.40	3348	12.80	36	100.00
33.70	3369	12.30	36	100.00
34.90	3486	12.10	36	100.00
34.50	3703	12.10	36	100.00
28.40	3688	10.70	36	100.00
26.60	3654	10.80	36	100.00
34.20	3596	17.40	36	100.00
37.60	3095	13.80	36	100.00
2.40	2242	3.70	36	91.70
15.10	1583	3.40	36	86.10
0.00	1325	0.00	36	100.00
0.00	1105	0.00	36	100.00
0.00	653	0.00	36	100.00
0.00	1541	0.00	36	97.20
0.00	924	0.00	36	80.60
0.00	621	0.00	36	66.70
0.00	2403	0.00	36	80.60
0.90	4939	0.10	36	88.90
1.30	4768	0.20	36	58.30
0.60	4239	0.20	36	100.00
8.90	3261	2.70	36	100.00
24.70	3701	6.40	36	100.00
31.90	3642	9.10	36	100.00
36.20	3392	12.10	36	100.00
44.10	3044	13.60	36	100.00
32.60	3269	11.20	36	100.00
26.90	3391	10.70	36	100.00
30.40	3725	10.90	36	100.00
22.00	3792	9.30	36	100.00
19.50	3762	8.70	36	100.00
17.70	3850	9.30	36	100.00
34.20	3061	18.60	36	100.00
12.10	2343	4.50	36	94.40
4.40	1418	1.40	36	94.40
2.40	1925	0.50	36	91.70
0.00	1081	0.00	36	97.20
0.00	652	0.00	36	97.20
34.80	518	13.50	36	100.00
43.40	441	17.50	36	100.00
35.20	527	12.70	36	100.00
35.90	1387	10.20	36	100.00
31.60	2693	8.30	36	100.00
19.20	4385	5.10	36	100.00
11.90	4131	4.50	36	100.00

Report Data

9.40	3364	4.10	36	100.00
28.10	3734	8.50	36	100.00
33.70	3446	10.80	36	100.00
39.20	3234	12.30	36	100.00
37.30	3224	13.40	36	100.00
39.70	3360	13.70	36	100.00
34.30	3017	14.60	36	100.00
31.50	3276	13.70	36	100.00
15.60	3488	8.80	36	100.00
22.40	3667	10.50	36	100.00
32.00	3124	15.20	36	100.00
31.40	2774	20.50	36	100.00
14.20	1828	4.70	36	88.90
9.80	1782	2.30	36	94.40
8.70	1601	1.70	36	91.70
1.50	1446	0.30	36	88.90
0.00	658	0.00	36	97.20
0.00	1656	0.00	36	86.10
0.70	462	0.20	36	77.80
0.00	1778	0.00	36	94.40
0.30	3865	0.00	36	91.70
0.00	3038	0.00	36	100.00
0.00	5223	0.00	36	44.40
0.10	4498	0.00	36	77.80
8.10	3745	1.80	36	100.00
25.90	3625	7.00	36	100.00
36.50	3664	10.80	36	100.00
37.00	3493	11.60	36	100.00
29.70	3229	10.30	36	100.00
26.30	3150	8.10	36	100.00
28.10	3522	9.50	36	100.00
25.50	3909	9.20	36	100.00
20.50	3809	8.00	36	100.00
20.80	4046	7.90	36	100.00
22.40	3965	7.90	36	100.00
35.50	3482	7.70	36	100.00
13.00	2577	2.20	36	88.90
7.10	1742	1.60	36	94.40
1.20	1937	0.30	36	100.00
0.00	1354	0.00	36	100.00
0.00	1094	0.00	36	100.00

Report Data

7AM Average	3330	AM Peak	3510
8AM Average	3510		
4PM Average	3787	PM Peak	3787
5PM Average	3712		

PeMS Report Description

Report Description

Report Aggregates>Time Series
Route Name
Route Description

Report link https://pems.dot.ca.gov:443/?report_form=1&dnnode=VDS&content=lo

Report generated 09/24/2025 09:48
PeMS version caltrans_pems-20.0.1

Report Parameters

Parameter	Value
Quantity	Flow
Data	16,416 Lane Points
Data Quality	97% Observed
Segment Type	VDS
Segment Name	Mainline VDS 828822 - NB Placentia Ave ON
start date	05/01/2024 00:00:00
end date	05/31/2024 23:59:59
Day of Week	Tu,We,Th,Fr
Granularity	hour

PeMS Report Description

[ops&tab=det_timeseries&station_id=828822&s_time_id=1714521600&s_time_id_f=05%2F01%2F20](#)

PeMS Report Description

[124+00%3A00&e_time_id=1717199940&e_time_id_f=05%2F31%2F2024+23%3A59&tod=all&tod_fror](#)

PeMS Report Description

n=0&tod_to=0&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&q2=truck_prop&gn=hour&i

PeMS Report Description

[agg=on&lane1=on&lane2=on&lane3=on](#)

Report Data

Hour	Hour	Lane 1 Flow (Ve	Lane 1 Truck Pr	Lane 2 Flow (Ve	Lane 2 Truck Pr	Lane 3 Flow (Ve
0	5/1/2024 0:00	163	0.00	187	1.60	132
1	5/1/2024 1:00	108	0.00	167	0.60	113
2	5/1/2024 2:00	175	0.00	224	1.30	133
3	5/1/2024 3:00	518	0.00	485	2.30	234
4	5/1/2024 4:00	1202	0.00	924	2.40	423
5	5/1/2024 5:00	1879	0.00	1521	1.40	718
6	5/1/2024 6:00	1429	0.00	1342	1.80	946
7	5/1/2024 7:00	1162	0.00	1091	4.10	870
8	5/1/2024 8:00	1269	0.00	1098	2.00	613
9	5/1/2024 9:00	1447	0.00	1158	2.70	548
10	5/1/2024 10:00	1491	0.00	1135	3.30	595
11	5/1/2024 11:00	1234	0.00	1063	3.30	495
12	5/1/2024 12:00	1298	0.00	1059	2.80	530
13	5/1/2024 13:00	1421	0.00	1114	2.90	554
14	5/1/2024 14:00	1399	0.00	1179	3.00	600
15	5/1/2024 15:00	1546	0.00	1139	2.40	569
16	5/1/2024 16:00	1455	0.00	1181	2.10	599
17	5/1/2024 17:00	1369	0.00	1083	2.60	546
18	5/1/2024 18:00	1314	0.00	1044	2.20	572
19	5/1/2024 19:00	1075	0.00	914	2.60	458
20	5/1/2024 20:00	794	0.00	724	2.60	302
21	5/1/2024 21:00	612	0.00	627	2.40	311
22	5/1/2024 22:00	381	0.00	416	2.60	179
23	5/1/2024 23:00	223	0.00	274	0.70	147
0	5/2/2024 0:00	168	0.00	210	0.50	135
1	5/2/2024 1:00	124	0.00	159	0.00	102
2	5/2/2024 2:00	191	0.00	233	1.70	133
3	5/2/2024 3:00	523	0.00	507	2.20	255
4	5/2/2024 4:00	1225	0.00	897	2.30	381
5	5/2/2024 5:00	1897	0.00	1416	2.40	669
6	5/2/2024 6:00	1511	0.00	1421	1.80	1009
7	5/2/2024 7:00	1227	0.00	1141	5.60	921
8	5/2/2024 8:00	1387	0.00	1206	1.60	669
9	5/2/2024 9:00	1476	0.00	1168	2.70	551
10	5/2/2024 10:00	1450	0.00	1165	2.80	597
11	5/2/2024 11:00	1365	0.00	1102	3.40	535
12	5/2/2024 12:00	1314	0.00	1083	3.00	546
13	5/2/2024 13:00	1414	0.00	1159	3.20	565
14	5/2/2024 14:00	1507	0.00	1157	2.70	641
15	5/2/2024 15:00	1426	0.00	1170	2.50	618
16	5/2/2024 16:00	1514	0.00	1191	2.40	588
17	5/2/2024 17:00	1431	0.00	1145	2.90	631
18	5/2/2024 18:00	1345	0.00	1093	2.40	573
19	5/2/2024 19:00	1076	0.00	950	2.70	467
20	5/2/2024 20:00	943	0.00	857	3.00	398
21	5/2/2024 21:00	727	0.00	700	2.70	312
22	5/2/2024 22:00	450	0.00	442	1.40	243
23	5/2/2024 23:00	285	0.00	333	1.50	187
0	5/3/2024 0:00	161	0.00	232	0.90	130
1	5/3/2024 1:00	141	0.00	184	1.10	127
2	5/3/2024 2:00	200	0.00	231	0.00	123

Report Data

3	5/3/2024 3:00	491	0.00	476	2.10	242
4	5/3/2024 4:00	1063	0.00	822	2.70	376
5	5/3/2024 5:00	1711	0.00	1306	3.10	588
6	5/3/2024 6:00	1418	0.00	1283	1.60	859
7	5/3/2024 7:00	1140	0.00	1117	5.80	877
8	5/3/2024 8:00	1374	0.00	1252	2.20	715
9	5/3/2024 9:00	1585	0.00	1267	2.80	612
10	5/3/2024 10:00	1494	0.00	1162	3.20	615
11	5/3/2024 11:00	1427	0.00	1169	2.90	546
12	5/3/2024 12:00	1506	0.00	1175	2.90	569
13	5/3/2024 13:00	1466	0.00	1143	2.70	583
14	5/3/2024 14:00	1515	0.00	1217	2.20	660
15	5/3/2024 15:00	1184	0.00	1092	0.50	751
16	5/3/2024 16:00	1424	0.00	1186	1.20	625
17	5/3/2024 17:00	1521	0.00	1247	2.40	621
18	5/3/2024 18:00	1543	0.00	1188	2.40	629
19	5/3/2024 19:00	1237	0.00	1031	2.50	476
20	5/3/2024 20:00	1070	0.00	935	2.90	418
21	5/3/2024 21:00	940	0.00	836	2.90	358
22	5/3/2024 22:00	686	0.00	692	2.30	288
23	5/3/2024 23:00	405	0.00	441	1.80	177
0	5/7/2024 0:00	144	0.00	267	1.90	121
1	5/7/2024 1:00	119	0.00	169	0.60	116
2	5/7/2024 2:00	184	0.00	195	2.10	166
3	5/7/2024 3:00	546	0.00	518	2.50	247
4	5/7/2024 4:00	1195	0.00	893	2.00	419
5	5/7/2024 5:00	1848	0.00	1441	2.50	655
6	5/7/2024 6:00	1581	0.00	1430	2.40	1010
7	5/7/2024 7:00	1072	0.00	1124	5.50	869
8	5/7/2024 8:00	1204	0.00	1065	1.80	690
9	5/7/2024 9:00	1232	0.00	1052	3.00	521
10	5/7/2024 10:00	1361	0.00	1156	3.00	518
11	5/7/2024 11:00	1059	0.00	917	2.50	487
12	5/7/2024 12:00	1152	0.00	935	3.00	507
13	5/7/2024 13:00	1308	0.00	1090	2.50	566
14	5/7/2024 14:00	1281	0.00	1099	1.90	634
15	5/7/2024 15:00	1353	0.00	1130	2.40	556
16	5/7/2024 16:00	1449	0.00	1198	2.00	610
17	5/7/2024 17:00	1562	0.00	1209	2.40	633
18	5/7/2024 18:00	1232	0.00	1044	2.60	538
19	5/7/2024 19:00	1003	0.00	837	2.70	417
20	5/7/2024 20:00	752	0.00	760	2.50	315
21	5/7/2024 21:00	668	0.00	610	2.30	255
22	5/7/2024 22:00	378	0.00	420	1.90	185
23	5/7/2024 23:00	244	0.00	289	1.00	173
0	5/8/2024 0:00	167	0.00	216	0.90	135
1	5/8/2024 1:00	126	0.00	161	0.60	106
2	5/8/2024 2:00	187	0.00	196	1.00	119
3	5/8/2024 3:00	535	0.00	503	2.20	221
4	5/8/2024 4:00	1190	0.00	902	2.20	410
5	5/8/2024 5:00	1807	0.00	1409	1.80	674
6	5/8/2024 6:00	1279	0.00	1254	2.20	1034

Report Data

7	5/8/2024 7:00	1116	0.00	1078	4.00	871
8	5/8/2024 8:00	1301	0.00	1095	2.90	723
9	5/8/2024 9:00	1400	0.00	1159	3.00	568
10	5/8/2024 10:00	1420	0.00	1126	3.60	571
11	5/8/2024 11:00	1232	0.00	1031	2.50	561
12	5/8/2024 12:00	1274	0.00	1039	3.00	526
13	5/8/2024 13:00	1281	0.00	1084	3.00	545
14	5/8/2024 14:00	1434	0.00	1152	2.50	573
15	5/8/2024 15:00	1433	0.00	1175	2.20	636
16	5/8/2024 16:00	1511	0.00	1189	2.20	606
17	5/8/2024 17:00	1445	0.00	1192	2.30	563
18	5/8/2024 18:00	1264	0.00	1066	2.20	573
19	5/8/2024 19:00	1006	0.00	913	3.20	449
20	5/8/2024 20:00	778	0.00	725	2.30	328
21	5/8/2024 21:00	664	0.00	668	2.50	291
22	5/8/2024 22:00	476	0.00	456	2.90	220
23	5/8/2024 23:00	219	0.00	304	2.00	145
0	5/9/2024 0:00	140	0.00	212	1.40	122
1	5/9/2024 1:00	107	0.00	172	0.00	120
2	5/9/2024 2:00	190	0.00	229	0.90	134
3	5/9/2024 3:00	536	0.00	482	2.30	244
4	5/9/2024 4:00	1235	0.00	913	2.00	417
5	5/9/2024 5:00	1779	0.00	1425	1.40	704
6	5/9/2024 6:00	1418	0.00	1340	2.20	994
7	5/9/2024 7:00	1174	0.00	1134	4.50	911
8	5/9/2024 8:00	1419	0.00	1218	3.30	664
9	5/9/2024 9:00	1273	0.00	1148	3.50	565
10	5/9/2024 10:00	1279	0.00	1104	3.00	559
11	5/9/2024 11:00	1179	0.00	996	3.30	560
12	5/9/2024 12:00	1368	0.00	1143	3.00	554
13	5/9/2024 13:00	1322	0.00	1100	3.20	528
14	5/9/2024 14:00	1465	0.00	1190	2.80	590
15	5/9/2024 15:00	1499	0.00	1168	2.20	576
16	5/9/2024 16:00	1502	0.00	1192	2.70	594
17	5/9/2024 17:00	1464	0.00	1218	2.10	634
18	5/9/2024 18:00	1327	0.00	1047	2.60	529
19	5/9/2024 19:00	1078	0.00	928	2.20	452
20	5/9/2024 20:00	968	0.00	863	2.50	402
21	5/9/2024 21:00	742	0.00	671	2.50	325
22	5/9/2024 22:00	491	0.00	469	2.10	242
23	5/9/2024 23:00	306	0.00	344	0.90	184
0	5/10/2024 0:00	167	0.00	214	0.90	109
1	5/10/2024 1:00	148	0.00	193	1.60	127
2	5/10/2024 2:00	175	0.00	232	0.40	119
3	5/10/2024 3:00	490	0.00	479	1.70	231
4	5/10/2024 4:00	1052	0.00	834	2.40	379
5	5/10/2024 5:00	1767	0.00	1311	2.60	608
6	5/10/2024 6:00	1646	0.00	1441	0.70	857
7	5/10/2024 7:00	1408	0.00	1259	1.40	741
8	5/10/2024 8:00	1567	0.00	1262	2.70	683
9	5/10/2024 9:00	1505	0.00	1266	2.90	593
10	5/10/2024 10:00	1399	0.00	1198	3.30	620

Report Data

11	5/10/2024 11:00	1286	0.00	1088	2.70	555
12	5/10/2024 12:00	1404	0.00	1150	2.70	567
13	5/10/2024 13:00	1401	0.00	1118	2.90	579
14	5/10/2024 14:00	1237	0.00	1106	1.30	769
15	5/10/2024 15:00	1165	0.00	1084	0.10	756
16	5/10/2024 16:00	1418	0.00	1169	2.30	572
17	5/10/2024 17:00	1498	0.00	1199	2.40	618
18	5/10/2024 18:00	1408	0.00	1142	2.70	589
19	5/10/2024 19:00	1355	0.00	1091	2.70	543
20	5/10/2024 20:00	1166	0.00	979	2.50	401
21	5/10/2024 21:00	1000	0.00	883	2.80	351
22	5/10/2024 22:00	750	0.00	718	2.80	283
23	5/10/2024 23:00	449	0.00	510	2.50	167
0	5/14/2024 0:00	140	0.00	239	1.30	99
1	5/14/2024 1:00	146	0.00	183	1.10	118
2	5/14/2024 2:00	186	0.00	223	0.40	132
3	5/14/2024 3:00	493	0.00	501	2.40	254
4	5/14/2024 4:00	1275	0.00	901	2.20	412
5	5/14/2024 5:00	1899	0.00	1472	1.80	713
6	5/14/2024 6:00	1395	0.00	1362	2.10	1062
7	5/14/2024 7:00	1129	0.00	1064	3.90	800
8	5/14/2024 8:00	1308	0.00	1167	2.90	646
9	5/14/2024 9:00	1326	0.00	1157	2.10	525
10	5/14/2024 10:00	1405	0.00	1093	2.80	551
11	5/14/2024 11:00	1259	0.00	1082	3.10	505
12	5/14/2024 12:00	1252	0.00	1020	3.20	537
13	5/14/2024 13:00	1297	0.00	1095	2.90	548
14	5/14/2024 14:00	1483	0.00	1236	2.40	595
15	5/14/2024 15:00	1321	0.00	1128	2.60	571
16	5/14/2024 16:00	1400	0.00	1155	2.40	612
17	5/14/2024 17:00	1467	0.00	1184	2.70	617
18	5/14/2024 18:00	1218	0.00	984	2.10	527
19	5/14/2024 19:00	1003	0.00	852	2.30	432
20	5/14/2024 20:00	761	0.00	668	2.20	344
21	5/14/2024 21:00	652	0.00	628	2.40	282
22	5/14/2024 22:00	413	0.00	409	2.00	186
23	5/14/2024 23:00	216	0.00	294	1.70	163
0	5/15/2024 0:00	176	0.00	243	0.40	125
1	5/15/2024 1:00	120	0.00	202	0.00	115
2	5/15/2024 2:00	201	0.00	220	0.00	137
3	5/15/2024 3:00	536	0.00	496	2.00	244
4	5/15/2024 4:00	1235	0.00	924	2.20	423
5	5/15/2024 5:00	1833	0.00	1397	2.10	672
6	5/15/2024 6:00	1287	0.00	1195	2.60	950
7	5/15/2024 7:00	1194	0.00	1109	4.10	881
8	5/15/2024 8:00	1334	0.00	1178	2.60	630
9	5/15/2024 9:00	1353	0.00	1118	3.50	526
10	5/15/2024 10:00	1199	0.00	1022	3.60	494
11	5/15/2024 11:00	1131	0.00	954	2.80	533
12	5/15/2024 12:00	1365	0.00	1095	3.10	565
13	5/15/2024 13:00	1378	0.00	1088	3.00	577
14	5/15/2024 14:00	1487	0.00	1170	2.10	632

Report Data

15	5/15/2024 15:00	1224	0.00	1107	0.50	757
16	5/15/2024 16:00	1291	0.00	1122	0.40	702
17	5/15/2024 17:00	1451	0.00	1126	2.50	632
18	5/15/2024 18:00	1326	0.00	1080	2.60	564
19	5/15/2024 19:00	1024	0.00	849	2.20	455
20	5/15/2024 20:00	850	0.00	768	2.50	344
21	5/15/2024 21:00	643	0.00	721	2.20	271
22	5/15/2024 22:00	387	0.00	429	1.60	193
23	5/15/2024 23:00	244	0.00	290	1.70	158
0	5/16/2024 0:00	159	0.00	200	0.50	120
1	5/16/2024 1:00	123	0.00	193	1.60	113
2	5/16/2024 2:00	196	0.00	240	0.80	133
3	5/16/2024 3:00	533	0.00	522	1.70	232
4	5/16/2024 4:00	1235	0.00	950	2.30	425
5	5/16/2024 5:00	1820	0.00	1444	1.90	677
6	5/16/2024 6:00	1426	0.00	1309	2.40	955
7	5/16/2024 7:00	1180	0.00	1096	2.80	894
8	5/16/2024 8:00	1389	0.00	1203	2.30	657
9	5/16/2024 9:00	1417	0.00	1146	2.70	546
10	5/16/2024 10:00	1399	0.00	1128	3.00	560
11	5/16/2024 11:00	1422	0.00	1163	3.20	539
12	5/16/2024 12:00	1392	0.00	1131	3.20	531
13	5/16/2024 13:00	1515	0.00	1144	3.30	574
14	5/16/2024 14:00	1591	0.00	1238	2.70	633
15	5/16/2024 15:00	1459	0.00	1210	2.10	662
16	5/16/2024 16:00	1476	0.00	1177	2.40	584
17	5/16/2024 17:00	1472	0.00	1173	2.70	648
18	5/16/2024 18:00	1349	0.00	1133	2.60	577
19	5/16/2024 19:00	1121	0.00	927	2.40	477
20	5/16/2024 20:00	912	0.00	806	2.00	333
21	5/16/2024 21:00	717	0.00	696	2.20	281
22	5/16/2024 22:00	462	0.00	503	2.00	196
23	5/16/2024 23:00	277	0.00	369	3.00	162
0	5/17/2024 0:00	172	0.00	231	1.30	131
1	5/17/2024 1:00	130	0.00	173	1.20	105
2	5/17/2024 2:00	210	0.00	226	0.00	134
3	5/17/2024 3:00	522	0.00	499	2.40	232
4	5/17/2024 4:00	1118	0.00	872	1.90	408
5	5/17/2024 5:00	1725	0.00	1276	2.20	607
6	5/17/2024 6:00	1637	0.00	1395	0.90	845
7	5/17/2024 7:00	1348	0.00	1232	1.60	794
8	5/17/2024 8:00	1585	0.00	1260	3.00	622
9	5/17/2024 9:00	1616	0.00	1230	3.40	646
10	5/17/2024 10:00	1577	0.00	1246	2.70	617
11	5/17/2024 11:00	1526	0.00	1191	2.80	575
12	5/17/2024 12:00	1339	0.00	1107	2.90	514
13	5/17/2024 13:00	1351	0.00	1150	2.90	554
14	5/17/2024 14:00	1429	0.00	1198	3.10	665
15	5/17/2024 15:00	1358	0.00	1144	0.60	670
16	5/17/2024 16:00	1521	0.00	1254	2.30	601
17	5/17/2024 17:00	1542	0.00	1248	2.20	616
18	5/17/2024 18:00	1461	0.00	1246	1.00	681

Report Data

19	5/17/2024 19:00	1195	0.00	1019	2.60	484
20	5/17/2024 20:00	1175	0.00	1000	2.30	454
21	5/17/2024 21:00	993	0.00	847	2.40	386
22	5/17/2024 22:00	675	0.00	653	2.50	300
23	5/17/2024 23:00	418	0.00	500	2.00	208
0	5/21/2024 0:00	141	0.00	206	0.50	119
1	5/21/2024 1:00	137	0.00	165	0.60	112
2	5/21/2024 2:00	172	0.00	233	0.40	118
3	5/21/2024 3:00	525	0.00	486	2.50	242
4	5/21/2024 4:00	1226	0.00	903	2.10	409
5	5/21/2024 5:00	1938	0.00	1481	2.40	650
6	5/21/2024 6:00	1500	0.00	1352	2.40	923
7	5/21/2024 7:00	1183	0.00	1181	9.50	916
8	5/21/2024 8:00	1421	0.00	1190	1.70	658
9	5/21/2024 9:00	1301	0.00	1091	2.80	552
10	5/21/2024 10:00	1395	0.00	1095	2.80	528
11	5/21/2024 11:00	1400	0.00	1093	3.40	568
12	5/21/2024 12:00	1197	0.00	1056	2.70	584
13	5/21/2024 13:00	1138	0.00	1043	4.20	656
14	5/21/2024 14:00	1387	0.00	1154	2.20	588
15	5/21/2024 15:00	1321	0.00	1150	1.50	670
16	5/21/2024 16:00	1350	0.00	1166	2.30	597
17	5/21/2024 17:00	1435	0.00	1162	2.20	589
18	5/21/2024 18:00	1259	0.00	1044	2.80	529
19	5/21/2024 19:00	1007	0.00	853	2.60	431
20	5/21/2024 20:00	695	0.00	676	2.40	319
21	5/21/2024 21:00	646	0.00	617	2.30	280
22	5/21/2024 22:00	381	0.00	424	1.70	206
23	5/21/2024 23:00	218	0.00	281	2.10	137
0	5/22/2024 0:00	154	0.00	221	0.50	119
1	5/22/2024 1:00	125	0.00	183	0.50	121
2	5/22/2024 2:00	186	0.00	214	0.50	134
3	5/22/2024 3:00	529	0.00	507	2.20	228
4	5/22/2024 4:00	1194	0.00	913	2.50	427
5	5/22/2024 5:00	1919	0.00	1468	2.60	650
6	5/22/2024 6:00	1445	0.00	1329	3.00	1037
7	5/22/2024 7:00	1196	0.00	1144	5.90	979
8	5/22/2024 8:00	1373	0.00	1184	2.70	639
9	5/22/2024 9:00	1407	0.00	1156	2.80	558
10	5/22/2024 10:00	1373	0.00	1117	3.10	545
11	5/22/2024 11:00	1255	0.00	1042	2.90	503
12	5/22/2024 12:00	1308	0.00	1076	2.80	546
13	5/22/2024 13:00	1384	0.00	1121	3.00	566
14	5/22/2024 14:00	1525	0.00	1135	2.10	644
15	5/22/2024 15:00	1403	0.00	1211	1.20	651
16	5/22/2024 16:00	1432	0.00	1189	2.40	590
17	5/22/2024 17:00	1467	0.00	1193	2.70	588
18	5/22/2024 18:00	1300	0.00	1074	2.40	573
19	5/22/2024 19:00	1012	0.00	885	2.80	459
20	5/22/2024 20:00	807	0.00	751	2.30	333
21	5/22/2024 21:00	666	0.00	629	2.40	286
22	5/22/2024 22:00	417	0.00	471	1.90	205

Report Data

23	5/22/2024 23:00	259	0.00	301	1.30	156
0	5/23/2024 0:00	153	0.00	199	0.50	111
1	5/23/2024 1:00	113	0.00	160	0.00	119
2	5/23/2024 2:00	178	0.00	240	0.40	117
3	5/23/2024 3:00	523	0.00	516	1.90	239
4	5/23/2024 4:00	1149	0.00	904	2.40	376
5	5/23/2024 5:00	1872	0.00	1437	2.50	663
6	5/23/2024 6:00	1456	0.00	1358	2.70	998
7	5/23/2024 7:00	1189	0.00	1160	5.00	868
8	5/23/2024 8:00	1406	0.00	1199	2.60	645
9	5/23/2024 9:00	1091	0.00	983	3.40	504
10	5/23/2024 10:00	1298	0.00	1089	2.60	593
11	5/23/2024 11:00	1206	0.00	1057	2.60	577
12	5/23/2024 12:00	1179	0.00	1005	2.50	621
13	5/23/2024 13:00	1405	0.00	1148	3.10	585
14	5/23/2024 14:00	1332	0.00	1108	1.50	707
15	5/23/2024 15:00	1227	0.00	1075	0.20	718
16	5/23/2024 16:00	1456	0.00	1220	1.80	612
17	5/23/2024 17:00	1521	0.00	1245	2.50	639
18	5/23/2024 18:00	1342	0.00	1111	2.60	538
19	5/23/2024 19:00	1096	0.00	997	2.20	461
20	5/23/2024 20:00	981	0.00	863	2.10	386
21	5/23/2024 21:00	796	0.00	737	2.40	344
22	5/23/2024 22:00	488	0.00	512	2.00	240
23	5/23/2024 23:00	323	0.00	346	2.00	185
0	5/24/2024 0:00	179	0.00	235	1.30	127
1	5/24/2024 1:00	151	0.00	165	0.00	108
2	5/24/2024 2:00	182	0.00	259	2.30	105
3	5/24/2024 3:00	496	0.00	537	2.60	214
4	5/24/2024 4:00	1056	0.00	829	2.80	359
5	5/24/2024 5:00	1746	0.00	1293	2.60	593
6	5/24/2024 6:00	1776	0.00	1441	2.70	679
7	5/24/2024 7:00	1612	0.00	1345	2.40	654
8	5/24/2024 8:00	1590	0.00	1240	2.90	599
9	5/24/2024 9:00	1576	0.00	1250	2.80	589
10	5/24/2024 10:00	1562	0.00	1204	3.20	585
11	5/24/2024 11:00	1536	0.00	1220	3.10	572
12	5/24/2024 12:00	1535	0.00	1225	2.60	592
13	5/24/2024 13:00	1610	0.00	1237	2.90	615
14	5/24/2024 14:00	1417	0.00	1256	0.90	664
15	5/24/2024 15:00	1225	0.00	1112	1.00	752
16	5/24/2024 16:00	1389	0.00	1181	0.20	686
17	5/24/2024 17:00	1498	0.00	1223	2.40	594
18	5/24/2024 18:00	1517	0.00	1139	2.30	599
19	5/24/2024 19:00	1294	0.00	1107	2.20	521
20	5/24/2024 20:00	1138	0.00	967	2.20	424
21	5/24/2024 21:00	872	0.00	818	2.70	354
22	5/24/2024 22:00	704	0.00	683	2.30	279
23	5/24/2024 23:00	408	0.00	481	2.10	203
0	5/28/2024 0:00	191	0.00	248	0.40	120
1	5/28/2024 1:00	139	0.00	193	0.50	77
2	5/28/2024 2:00	209	0.00	243	1.20	130

Report Data

3	5/28/2024 3:00	580	0.00	554	2.20	252
4	5/28/2024 4:00	1224	0.00	959	2.30	460
5	5/28/2024 5:00	1805	0.00	1444	2.10	665
6	5/28/2024 6:00	1348	0.00	1265	3.10	962
7	5/28/2024 7:00	1170	0.00	1152	7.60	944
8	5/28/2024 8:00	1387	0.00	1200	2.20	625
9	5/28/2024 9:00	1396	0.00	1126	2.60	554
10	5/28/2024 10:00	1471	0.00	1159	3.30	542
11	5/28/2024 11:00	1375	0.00	1120	3.10	563
12	5/28/2024 12:00	1396	0.00	1127	2.90	579
13	5/28/2024 13:00	1384	0.00	1159	2.80	576
14	5/28/2024 14:00	1472	0.00	1201	2.20	645
15	5/28/2024 15:00	1350	0.00	1153	1.20	610
16	5/28/2024 16:00	1395	0.00	1152	2.50	566
17	5/28/2024 17:00	1450	0.00	1187	2.90	602
18	5/28/2024 18:00	1296	0.00	1012	2.60	574
19	5/28/2024 19:00	948	0.00	911	2.60	427
20	5/28/2024 20:00	825	0.00	779	2.80	366
21	5/28/2024 21:00	659	0.00	634	2.70	285
22	5/28/2024 22:00	439	0.00	456	2.40	208
23	5/28/2024 23:00	302	0.00	330	2.10	155
0	5/29/2024 0:00	162	0.00	204	0.50	114
1	5/29/2024 1:00	132	0.00	196	1.50	110
2	5/29/2024 2:00	153	0.00	216	0.50	140
3	5/29/2024 3:00	570	0.00	502	2.00	255
4	5/29/2024 4:00	1216	0.00	945	2.50	400
5	5/29/2024 5:00	1912	0.00	1386	2.40	643
6	5/29/2024 6:00	1468	0.00	1336	2.00	990
7	5/29/2024 7:00	1200	0.00	1111	3.20	866
8	5/29/2024 8:00	1523	0.00	1296	3.00	615
9	5/29/2024 9:00	1552	0.00	1190	3.00	625
10	5/29/2024 10:00	1406	0.00	1146	3.00	581
11	5/29/2024 11:00	1265	0.00	1046	3.30	514
12	5/29/2024 12:00	1355	0.00	1080	3.30	567
13	5/29/2024 13:00	1345	0.00	1117	3.00	564
14	5/29/2024 14:00	1426	0.00	1153	2.30	644
15	5/29/2024 15:00	1232	0.00	1087	0.60	762
16	5/29/2024 16:00	1408	0.00	1203	2.30	609
17	5/29/2024 17:00	1464	0.00	1214	2.20	649
18	5/29/2024 18:00	1285	0.00	1069	2.20	530
19	5/29/2024 19:00	1046	0.00	915	2.50	445
20	5/29/2024 20:00	865	0.00	826	2.40	370
21	5/29/2024 21:00	729	0.00	699	2.90	305
22	5/29/2024 22:00	461	0.00	457	2.40	190
23	5/29/2024 23:00	227	0.00	310	1.00	142
0	5/30/2024 0:00	163	0.00	217	0.90	121
1	5/30/2024 1:00	131	0.00	171	0.60	120
2	5/30/2024 2:00	161	0.00	219	0.90	135
3	5/30/2024 3:00	519	0.00	509	2.60	260
4	5/30/2024 4:00	1177	0.00	894	2.30	421
5	5/30/2024 5:00	1940	0.00	1384	2.30	625
6	5/30/2024 6:00	1487	0.00	1399	3.50	984

Report Data

7	5/30/2024 7:00	1209	0.00	1079	4.90	915
8	5/30/2024 8:00	1352	0.00	1222	1.30	768
9	5/30/2024 9:00	1471	0.00	1197	2.90	571
10	5/30/2024 10:00	1360	0.00	1119	3.10	545
11	5/30/2024 11:00	1312	0.00	1086	2.90	529
12	5/30/2024 12:00	1334	0.00	997	2.40	547
13	5/30/2024 13:00	1218	0.00	956	2.60	614
14	5/30/2024 14:00	1192	0.00	1090	2.50	664
15	5/30/2024 15:00	1250	0.00	1198	2.30	755
16	5/30/2024 16:00	1302	0.00	1189	2.10	646
17	5/30/2024 17:00	1025	0.00	984	5.80	624
18	5/30/2024 18:00	1204	0.00	1015	1.80	513
19	5/30/2024 19:00	1108	0.00	922	2.00	450
20	5/30/2024 20:00	972	0.00	883	2.50	397
21	5/30/2024 21:00	838	0.00	818	2.60	365
22	5/30/2024 22:00	553	0.00	566	2.10	265
23	5/30/2024 23:00	324	0.00	388	2.60	157
0	5/31/2024 0:00	213	0.00	300	2.70	93
1	5/31/2024 1:00	149	0.00	195	1.50	113
2	5/31/2024 2:00	194	0.00	246	1.20	126
3	5/31/2024 3:00	541	0.00	488	1.80	231
4	5/31/2024 4:00	1125	0.00	848	1.90	423
5	5/31/2024 5:00	1745	0.00	1318	2.00	644
6	5/31/2024 6:00	1590	0.00	1462	0.80	851
7	5/31/2024 7:00	1363	0.00	1226	2.00	833
8	5/31/2024 8:00	1529	0.00	1262	2.80	617
9	5/31/2024 9:00	1581	0.00	1215	2.60	616
10	5/31/2024 10:00	1531	0.00	1142	3.10	595
11	5/31/2024 11:00	1336	0.00	1077	3.00	531
12	5/31/2024 12:00	1045	0.00	964	6.30	757
13	5/31/2024 13:00	1405	0.00	1135	2.00	595
14	5/31/2024 14:00	1401	0.00	1186	1.10	639
15	5/31/2024 15:00	1339	0.00	1162	0.70	671
16	5/31/2024 16:00	1433	0.00	1227	1.20	655
17	5/31/2024 17:00	1510	0.00	1239	2.30	615
18	5/31/2024 18:00	1517	0.00	1223	2.30	628
19	5/31/2024 19:00	1255	0.00	1047	2.20	530
20	5/31/2024 20:00	1190	0.00	1013	2.50	445
21	5/31/2024 21:00	1026	0.00	899	2.90	371
22	5/31/2024 22:00	684	0.00	677	3.00	313
23	5/31/2024 23:00	432	0.00	504	2.60	229

Report Data

Lane 3 Truck Pr Flow (Veh/Hour)	Truck Prop (%)	# Lane Points	% Observed	
3.00	482	1.50	36	100.00
3.50	388	1.30	36	100.00
4.50	532	1.70	36	100.00
5.10	1237	1.90	36	100.00
4.50	2549	1.60	36	100.00
3.30	4118	1.10	36	100.00
0.30	3717	0.70	36	100.00
1.50	3123	1.90	36	100.00
3.60	2980	1.50	36	100.00
6.00	3153	2.00	36	100.00
6.90	3221	2.40	36	100.00
7.10	2792	2.50	36	100.00
6.60	2887	2.30	36	100.00
6.50	3089	2.20	36	100.00
5.20	3178	2.10	36	100.00
4.60	3254	1.60	36	100.00
5.50	3235	1.80	36	100.00
5.70	2998	2.00	36	100.00
4.20	2930	1.60	36	100.00
5.00	2447	1.90	36	100.00
4.60	1820	1.80	36	100.00
6.10	1550	2.20	36	100.00
5.60	976	2.20	36	100.00
2.70	644	0.90	36	100.00
3.00	513	1.00	36	100.00
1.00	385	0.30	36	100.00
4.50	557	1.80	36	100.00
5.10	1285	1.90	36	100.00
4.50	2503	1.50	36	100.00
4.90	3982	1.70	36	100.00
0.80	3941	0.80	36	100.00
1.30	3289	2.30	36	100.00
3.40	3262	1.30	36	100.00
5.40	3195	1.90	36	100.00
6.90	3212	2.30	36	100.00
6.50	3002	2.40	36	100.00
6.60	2943	2.30	36	100.00
6.20	3138	2.30	36	100.00
5.10	3305	1.90	36	100.00
5.70	3214	2.00	36	100.00
5.30	3293	1.80	36	100.00
6.00	3207	2.20	36	100.00
5.20	3011	1.90	36	100.00
4.50	2493	1.90	36	100.00
4.80	2198	2.00	36	100.00
3.50	1739	1.70	36	100.00
4.10	1135	1.40	36	100.00
3.70	805	1.50	36	100.00
3.10	523	1.10	36	100.00
3.10	452	1.30	36	100.00
3.30	554	0.70	36	100.00

Report Data

4.50	1209	1.70	36	100.00
5.60	2261	1.90	36	100.00
4.90	3605	1.90	36	100.00
1.30	3560	0.90	36	100.00
1.60	3134	2.50	36	100.00
3.10	3341	1.50	36	100.00
6.40	3464	2.20	36	100.00
7.50	3271	2.50	36	100.00
6.80	3142	2.30	36	100.00
6.30	3250	2.20	36	100.00
6.00	3192	2.10	36	100.00
3.80	3392	1.50	36	100.00
0.00	3027	0.20	36	100.00
2.70	3235	1.00	36	100.00
5.30	3389	1.90	36	100.00
5.10	3360	1.80	36	100.00
5.00	2744	1.80	36	100.00
5.00	2423	2.00	36	100.00
3.40	2134	1.70	36	100.00
4.20	1666	1.70	36	100.00
3.40	1023	1.40	36	100.00
5.80	532	2.30	36	100.00
6.00	404	2.00	36	100.00
3.60	545	1.80	36	100.00
5.30	1311	2.00	36	100.00
4.50	2507	1.50	36	100.00
4.40	3944	1.60	36	100.00
2.10	4021	1.40	36	100.00
1.60	3065	2.50	36	100.00
3.80	2959	1.50	36	100.00
6.90	2805	2.40	36	100.00
6.40	3035	2.20	36	100.00
6.00	2463	2.10	36	100.00
6.30	2594	2.30	36	100.00
5.70	2964	2.00	36	100.00
1.70	3014	1.10	36	100.00
4.70	3039	1.70	36	100.00
4.40	3257	1.60	36	100.00
5.10	3404	1.80	36	100.00
5.00	2814	1.90	36	100.00
5.30	2257	2.00	36	100.00
5.70	1827	2.00	36	100.00
5.10	1533	1.80	36	100.00
5.90	983	1.90	36	100.00
5.20	706	1.70	36	100.00
5.90	518	1.90	36	100.00
3.80	393	1.30	36	100.00
2.50	502	1.00	36	100.00
5.40	1259	1.80	36	100.00
4.40	2502	1.50	36	100.00
3.10	3890	1.20	36	100.00
1.10	3567	1.10	36	100.00

Report Data

1.00	3065	1.70	36	100.00
2.20	3119	1.50	36	100.00
6.50	3127	2.30	36	100.00
7.40	3117	2.70	36	100.00
6.60	2824	2.20	36	100.00
7.00	2839	2.40	36	100.00
7.50	2910	2.50	36	100.00
6.50	3159	2.10	36	100.00
5.80	3244	1.90	36	100.00
4.60	3306	1.60	36	100.00
5.90	3200	1.90	36	100.00
4.50	2903	1.70	36	100.00
6.00	2368	2.40	36	100.00
4.90	1831	1.80	36	100.00
5.20	1623	2.00	36	100.00
5.50	1152	2.20	36	100.00
5.50	668	2.10	36	100.00
2.50	474	1.30	36	100.00
3.30	399	1.00	36	100.00
4.50	553	1.40	36	100.00
4.90	1262	1.80	36	100.00
4.80	2565	1.50	36	100.00
2.40	3908	0.90	36	100.00
0.00	3752	0.80	36	100.00
0.10	3219	1.60	36	100.00
5.00	3301	2.20	36	100.00
7.10	2986	2.70	36	100.00
6.60	2942	2.40	36	100.00
6.60	2735	2.60	36	100.00
7.60	3065	2.50	36	100.00
7.40	2950	2.50	36	100.00
6.60	3245	2.20	36	100.00
5.20	3243	1.70	36	100.00
5.20	3288	1.90	36	100.00
4.10	3316	1.60	36	100.00
5.50	2903	1.90	36	100.00
4.60	2458	1.70	36	100.00
5.70	2233	2.00	36	100.00
4.00	1738	1.70	36	100.00
5.40	1202	1.90	36	100.00
4.30	834	1.30	36	100.00
4.60	490	1.40	36	100.00
4.70	468	1.90	36	100.00
2.50	526	0.80	36	100.00
5.60	1200	1.80	36	100.00
5.00	2265	1.70	36	100.00
4.40	3686	1.70	36	100.00
1.30	3944	0.50	36	100.00
1.50	3408	0.80	36	100.00
6.30	3512	2.20	36	100.00
6.10	3364	2.20	36	100.00
6.90	3217	2.60	36	100.00

Report Data

6.50	2929	2.20	36	100.00
6.30	3121	2.10	36	100.00
6.20	3098	2.20	36	100.00
0.40	3112	0.50	36	100.00
0.10	3005	0.10	36	100.00
4.70	3159	1.70	36	100.00
4.90	3315	1.80	36	100.00
4.90	3139	1.90	36	100.00
5.20	2989	1.90	36	100.00
4.50	2546	1.60	36	100.00
5.10	2234	1.90	36	100.00
5.70	1751	2.10	36	100.00
4.20	1126	1.80	36	100.00
3.00	478	1.30	36	100.00
5.10	447	1.80	36	100.00
2.30	541	0.70	36	100.00
5.50	1248	2.10	36	100.00
5.10	2588	1.60	36	100.00
3.40	4084	1.20	36	100.00
0.20	3819	0.80	36	100.00
1.50	2993	1.80	36	100.00
5.00	3121	2.10	36	100.00
4.60	3008	1.60	36	100.00
6.70	3049	2.20	36	100.00
7.70	2846	2.60	36	100.00
7.80	2809	2.70	36	100.00
6.40	2940	2.30	36	100.00
5.50	3314	1.90	36	100.00
5.10	3020	1.90	36	100.00
5.60	3167	2.00	36	100.00
5.30	3268	2.00	36	100.00
5.30	2729	1.80	36	100.00
5.30	2287	1.90	36	100.00
5.50	1773	1.90	36	100.00
5.00	1562	1.90	36	100.00
5.90	1008	1.90	36	100.00
4.90	673	1.90	36	100.00
4.00	544	1.10	36	100.00
2.60	437	0.70	36	100.00
4.40	558	1.10	36	100.00
4.90	1276	1.70	36	100.00
4.70	2582	1.50	36	100.00
4.20	3902	1.50	36	100.00
0.30	3432	1.00	36	100.00
1.20	3184	1.80	36	100.00
4.00	3142	1.80	36	100.00
7.20	2997	2.60	36	100.00
7.50	2715	2.70	36	100.00
7.30	2618	2.50	36	100.00
6.90	3025	2.40	36	100.00
7.30	3043	2.50	36	100.00
4.10	3289	1.60	36	100.00

Report Data

0.00	3088	0.20	36	100.00
0.40	3115	0.30	36	100.00
5.20	3209	1.90	36	100.00
5.00	2970	1.90	36	100.00
5.10	2328	1.80	36	100.00
4.70	1962	1.80	36	100.00
3.70	1635	1.60	36	100.00
6.20	1009	1.90	36	100.00
5.10	692	1.90	36	100.00
2.50	479	0.80	36	100.00
2.70	429	1.40	36	100.00
5.30	569	1.60	36	100.00
5.20	1287	1.60	36	100.00
4.90	2610	1.60	36	100.00
4.10	3941	1.40	36	100.00
0.10	3690	0.90	36	100.00
0.40	3170	1.10	36	100.00
4.00	3249	1.70	36	100.00
6.00	3109	2.10	36	100.00
6.80	3087	2.30	36	100.00
6.90	3124	2.40	36	100.00
7.70	3054	2.50	36	100.00
7.10	3233	2.40	36	100.00
6.00	3462	2.10	36	100.00
4.40	3331	1.60	36	100.00
5.30	3237	1.80	36	100.00
4.80	3293	1.90	36	100.00
5.00	3059	1.90	36	100.00
4.80	2525	1.80	36	100.00
4.20	2051	1.50	36	100.00
5.00	1694	1.70	36	100.00
5.60	1161	1.80	36	100.00
5.60	808	2.50	36	100.00
5.30	534	1.90	36	100.00
2.90	408	1.20	36	100.00
3.00	570	0.70	36	100.00
6.00	1253	2.10	36	100.00
5.40	2398	1.60	36	100.00
4.60	3608	1.60	36	100.00
1.30	3877	0.60	36	100.00
1.10	3374	0.90	36	100.00
6.10	3467	2.20	36	100.00
6.50	3492	2.40	36	100.00
6.20	3440	2.10	36	100.00
6.80	3292	2.20	36	100.00
6.40	2960	2.20	36	100.00
7.40	3055	2.40	36	100.00
3.30	3292	1.80	36	100.00
1.20	3172	0.50	36	100.00
5.30	3376	1.80	36	100.00
4.40	3406	1.60	36	100.00
2.10	3388	0.80	36	100.00

Report Data

4.50	2698	1.80	36	100.00
3.70	2629	1.50	36	100.00
3.90	2226	1.60	36	100.00
4.30	1628	1.80	36	100.00
4.30	1126	1.70	36	100.00
1.70	466	0.60	36	100.00
3.60	414	1.20	36	100.00
3.40	523	1.00	36	100.00
4.50	1253	1.80	36	100.00
5.40	2538	1.60	36	100.00
4.20	4069	1.50	36	100.00
1.10	3775	1.10	36	100.00
2.30	3280	4.10	36	100.00
2.90	3269	1.20	36	100.00
6.70	2944	2.30	36	100.00
6.40	3018	2.20	36	100.00
7.20	3061	2.50	36	100.00
6.80	2837	2.40	36	100.00
2.60	2837	2.20	36	100.00
4.60	3129	1.70	36	100.00
1.90	3141	1.00	36	100.00
4.70	3113	1.80	36	100.00
5.40	3186	1.80	36	100.00
5.10	2832	2.00	36	100.00
6.00	2291	2.10	36	100.00
5.00	1690	1.90	36	100.00
5.40	1543	1.90	36	100.00
4.40	1011	1.60	36	100.00
5.10	636	2.00	36	100.00
5.00	494	1.40	36	100.00
3.30	429	1.20	36	100.00
2.20	534	0.70	36	100.00
5.70	1264	1.90	36	100.00
4.40	2534	1.70	36	100.00
4.30	4037	1.60	36	100.00
0.60	3811	1.20	36	100.00
3.10	3319	2.90	36	100.00
5.20	3196	2.00	36	100.00
6.60	3121	2.20	36	100.00
6.40	3035	2.30	36	100.00
6.40	2800	2.20	36	100.00
6.60	2930	2.30	36	100.00
6.90	3071	2.40	36	100.00
5.40	3304	1.80	36	100.00
2.00	3265	0.90	36	100.00
5.60	3211	1.90	36	100.00
5.10	3248	1.90	36	100.00
5.10	2947	1.90	36	100.00
4.80	2356	2.00	36	100.00
4.50	1891	1.70	36	100.00
4.50	1581	1.80	36	100.00
5.40	1093	1.80	36	100.00

Report Data

3.80	716	1.40	36	100.00
1.80	463	0.60	36	100.00
3.40	392	1.00	36	100.00
1.70	535	0.60	36	100.00
5.00	1278	1.70	36	100.00
5.60	2429	1.80	36	100.00
5.10	3972	1.80	36	100.00
1.10	3812	1.20	36	100.00
1.00	3217	2.10	36	100.00
5.60	3250	2.10	36	100.00
9.50	2578	3.10	36	100.00
4.90	2980	1.90	36	100.00
5.50	2840	2.10	36	100.00
4.70	2805	1.90	36	100.00
7.20	3138	2.50	36	100.00
1.70	3147	0.90	36	100.00
0.60	3020	0.20	36	100.00
3.60	3288	1.30	36	100.00
5.30	3405	1.90	36	100.00
4.60	2991	1.80	36	100.00
4.60	2554	1.70	36	100.00
4.40	2230	1.60	36	100.00
5.20	1877	1.90	36	100.00
4.60	1240	1.70	36	100.00
5.40	854	2.00	36	100.00
3.10	541	1.30	36	100.00
2.80	424	0.70	36	100.00
4.80	546	2.00	36	100.00
5.10	1247	2.00	36	100.00
6.10	2244	2.00	36	100.00
4.20	3632	1.60	36	100.00
5.30	3896	1.90	36	100.00
4.10	3611	1.60	36	100.00
6.20	3429	2.10	36	100.00
5.90	3415	2.00	36	100.00
7.20	3351	2.40	36	100.00
7.30	3328	2.40	36	100.00
6.10	3352	2.00	36	100.00
6.30	3462	2.20	36	100.00
1.50	3337	0.60	36	100.00
0.80	3089	0.60	36	100.00
0.10	3256	0.10	36	100.00
5.70	3315	1.90	36	100.00
4.80	3255	1.70	36	100.00
5.00	2922	1.70	36	100.00
4.50	2529	1.60	36	100.00
4.50	2044	1.90	36	100.00
3.20	1666	1.50	36	100.00
4.40	1092	1.70	36	100.00
2.50	559	0.70	36	100.00
1.30	409	0.50	36	100.00
0.80	582	0.70	36	100.00

Report Data

4.00	1386	1.60	36	100.00
4.60	2643	1.60	36	100.00
3.50	3914	1.40	36	100.00
2.50	3575	1.80	36	100.00
2.60	3266	3.40	36	100.00
4.00	3212	1.60	36	100.00
6.00	3076	2.00	36	100.00
6.60	3172	2.30	36	100.00
6.60	3058	2.40	36	100.00
6.20	3102	2.20	36	100.00
6.40	3119	2.20	36	100.00
4.80	3318	1.70	36	100.00
3.10	3113	1.10	36	100.00
5.70	3113	2.00	36	100.00
5.50	3239	2.10	36	100.00
5.20	2882	1.90	36	100.00
4.70	2286	1.90	36	100.00
5.20	1970	2.10	36	100.00
4.90	1578	2.00	36	100.00
5.80	1103	2.10	36	100.00
4.50	787	1.80	36	100.00
1.80	480	0.60	36	100.00
2.70	438	1.40	36	100.00
3.60	509	1.20	36	100.00
5.10	1327	1.70	36	100.00
4.80	2561	1.70	36	100.00
4.80	3941	1.60	36	100.00
1.00	3794	1.00	36	100.00
0.30	3177	1.20	36	100.00
6.00	3434	2.20	36	100.00
6.40	3367	2.30	36	100.00
6.50	3133	2.30	36	100.00
7.00	2825	2.50	36	100.00
6.70	3002	2.50	36	100.00
6.70	3026	2.40	36	100.00
4.50	3223	1.70	36	100.00
0.00	3081	0.20	36	100.00
4.90	3220	1.80	36	100.00
5.10	3327	1.80	36	100.00
5.10	2884	1.70	36	100.00
5.80	2406	2.00	36	100.00
5.70	2061	2.00	36	100.00
5.20	1733	2.10	36	100.00
5.80	1108	2.00	36	100.00
4.90	679	1.50	36	100.00
4.10	501	1.40	36	100.00
3.30	422	1.20	36	100.00
4.40	515	1.60	36	100.00
5.80	1288	2.20	36	100.00
5.20	2492	1.70	36	100.00
4.20	3949	1.50	36	100.00
1.70	3870	1.70	36	100.00

Report Data

1.20	3203	2.00	36	100.00
0.00	3342	0.50	36	100.00
6.70	3239	2.30	36	100.00
7.20	3024	2.40	36	100.00
6.20	2927	2.20	36	100.00
5.30	2878	1.80	36	100.00
4.20	2788	1.80	36	100.00
3.80	2946	1.80	36	100.00
3.20	3203	1.60	36	100.00
2.50	3137	1.30	36	100.00
1.10	2633	2.40	36	100.00
2.90	2732	1.20	36	100.00
4.90	2480	1.60	36	100.00
4.30	2252	1.70	36	100.00
4.70	2021	1.90	36	100.00
4.90	1384	1.80	36	100.00
4.50	869	2.00	36	100.00
2.20	606	1.70	36	100.00
4.40	457	1.80	36	100.00
2.40	566	1.10	36	100.00
4.80	1260	1.60	36	100.00
4.50	2396	1.50	36	100.00
4.70	3707	1.50	36	100.00
1.50	3903	0.60	36	100.00
0.80	3422	0.90	36	100.00
5.80	3408	2.10	36	100.00
5.70	3412	1.90	36	100.00
6.70	3268	2.30	36	100.00
6.20	2944	2.20	36	100.00
3.40	2766	3.10	36	100.00
4.70	3135	1.60	36	100.00
2.70	3226	0.90	36	100.00
0.60	3172	0.40	36	100.00
2.30	3315	0.90	36	100.00
5.20	3364	1.80	36	100.00
4.80	3368	1.70	36	100.00
4.70	2832	1.70	36	100.00
5.20	2648	1.80	36	100.00
5.10	2296	2.00	36	100.00
5.80	1674	2.30	36	100.00
3.90	1165	1.90	36	100.00

Report Data

7AM Average	3238 AM Peak	3263
8AM Average	3263	
4PM Average	3227 PM Peak	3249
5PM Average	3249	

PeMS Report Description

Report Description

Report Aggregates>Time Series
Route Name
Route Description

Report link https://pems.dot.ca.gov:443/?report_form=1&dnnode=VDS&content=lo

Report generated 09/24/2025 10:01

PeMS version caltrans_pems-20.0.1

Report Parameters

Parameter	Value
Quantity	Flow
Data	16,416 Lane Points
Data Quality	100% Observed
Segment Type	VDS
Segment Name	Mainline VDS 818602 - RAMONA EXPRESSWAY
start date	05/01/2024 00:00:00
end date	05/31/2024 23:59:59
Day of Week	Tu,We,Th,Fr
Granularity	hour

PeMS Report Description

[ops&tab=det_timeseries&station_id=818602&s_time_id=1714521600&s_time_id_f=05%2F01%2F20](#)

PeMS Report Description

[124+00%3A00&e_time_id=1717199940&e_time_id_f=05%2F31%2F2024+23%3A59&tod=all&tod_fror](#)

PeMS Report Description

n=0&tod_to=0&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&q2=truck_prop&gn=hour&i

PeMS Report Description

[agg=on&lane1=on&lane2=on&lane3=on](#)

Report Data

Hour	Hour	Lane 1 Flow (Ve	Lane 1 Truck Pr	Lane 2 Flow (Ve	Lane 2 Truck Pr	Lane 3 Flow (Ve
0	5/1/2024 0:00	224	0.00	289	0.00	226
1	5/1/2024 1:00	196	0.00	265	0.00	206
2	5/1/2024 2:00	217	0.00	284	0.00	219
3	5/1/2024 3:00	251	0.00	315	0.00	247
4	5/1/2024 4:00	417	0.00	455	0.00	367
5	5/1/2024 5:00	601	0.00	609	0.70	499
6	5/1/2024 6:00	801	0.00	781	2.20	646
7	5/1/2024 7:00	815	0.00	793	2.50	658
8	5/1/2024 8:00	670	0.00	669	1.50	550
9	5/1/2024 9:00	669	0.00	667	1.50	549
10	5/1/2024 10:00	700	0.00	694	1.70	573
11	5/1/2024 11:00	728	0.00	717	2.00	593
12	5/1/2024 12:00	735	0.00	725	1.80	598
13	5/1/2024 13:00	753	0.00	739	1.90	611
14	5/1/2024 14:00	792	0.00	769	2.50	638
15	5/1/2024 15:00	884	0.00	850	2.80	703
16	5/1/2024 16:00	947	0.00	900	3.40	748
17	5/1/2024 17:00	894	0.00	856	2.90	712
18	5/1/2024 18:00	845	0.00	814	2.90	675
19	5/1/2024 19:00	664	0.00	663	1.20	544
20	5/1/2024 20:00	487	0.00	512	0.40	417
21	5/1/2024 21:00	428	0.00	467	0.00	374
22	5/1/2024 22:00	360	0.00	409	0.00	328
23	5/1/2024 23:00	297	0.00	355	0.00	283
0	5/2/2024 0:00	220	0.00	286	0.00	223
1	5/2/2024 1:00	209	0.00	277	0.00	214
2	5/2/2024 2:00	203	0.00	269	0.00	208
3	5/2/2024 3:00	271	0.00	329	0.00	262
4	5/2/2024 4:00	417	0.00	452	0.20	365
5	5/2/2024 5:00	594	0.00	608	1.00	498
6	5/2/2024 6:00	790	0.00	771	2.30	639
7	5/2/2024 7:00	784	0.00	764	2.40	635
8	5/2/2024 8:00	680	0.00	677	1.60	558
9	5/2/2024 9:00	678	0.00	676	1.50	554
10	5/2/2024 10:00	643	0.00	644	1.20	530
11	5/2/2024 11:00	689	0.00	685	1.30	566
12	5/2/2024 12:00	691	0.00	687	1.70	567
13	5/2/2024 13:00	782	0.00	764	2.50	631
14	5/2/2024 14:00	844	0.00	814	2.80	674
15	5/2/2024 15:00	915	0.00	874	3.20	726
16	5/2/2024 16:00	966	0.00	917	3.20	765
17	5/2/2024 17:00	924	0.00	880	3.10	733
18	5/2/2024 18:00	774	0.00	757	2.40	624
19	5/2/2024 19:00	638	0.00	640	1.70	528
20	5/2/2024 20:00	528	0.00	549	0.20	449
21	5/2/2024 21:00	475	0.00	503	0.00	410
22	5/2/2024 22:00	387	0.00	431	0.00	347
23	5/2/2024 23:00	316	0.00	372	0.00	296
0	5/3/2024 0:00	221	0.00	286	0.00	223
1	5/3/2024 1:00	242	0.00	307	0.00	241
2	5/3/2024 2:00	225	0.00	290	0.00	225

Report Data

3	5/3/2024 3:00	271	0.00	331	0.00	260
4	5/3/2024 4:00	393	0.00	433	0.00	350
5	5/3/2024 5:00	560	0.00	577	0.20	472
6	5/3/2024 6:00	755	0.00	740	1.80	611
7	5/3/2024 7:00	752	0.00	740	2.00	611
8	5/3/2024 8:00	686	0.00	683	1.60	563
9	5/3/2024 9:00	702	0.00	696	1.90	574
10	5/3/2024 10:00	736	0.00	726	1.70	600
11	5/3/2024 11:00	740	0.00	728	2.10	600
12	5/3/2024 12:00	831	0.00	804	2.60	665
13	5/3/2024 13:00	793	0.00	773	2.50	641
14	5/3/2024 14:00	871	0.00	838	2.90	695
15	5/3/2024 15:00	938	0.00	892	3.40	742
16	5/3/2024 16:00	909	0.00	869	3.20	722
17	5/3/2024 17:00	923	0.00	882	3.40	732
18	5/3/2024 18:00	795	0.00	775	2.60	641
19	5/3/2024 19:00	705	0.00	698	1.70	576
20	5/3/2024 20:00	599	0.00	609	1.10	499
21	5/3/2024 21:00	532	0.00	552	0.40	450
22	5/3/2024 22:00	451	0.00	483	0.00	393
23	5/3/2024 23:00	347	0.00	397	0.00	321
0	5/7/2024 0:00	250	0.00	317	0.00	248
1	5/7/2024 1:00	191	0.00	261	0.00	203
2	5/7/2024 2:00	222	0.00	288	0.00	225
3	5/7/2024 3:00	279	0.00	338	0.00	269
4	5/7/2024 4:00	462	0.00	490	0.20	398
5	5/7/2024 5:00	603	0.00	611	0.80	502
6	5/7/2024 6:00	846	0.00	818	2.60	680
7	5/7/2024 7:00	760	0.00	746	2.30	618
8	5/7/2024 8:00	671	0.00	670	1.60	552
9	5/7/2024 9:00	632	0.00	639	1.10	525
10	5/7/2024 10:00	653	0.00	655	1.40	539
11	5/7/2024 11:00	656	0.00	657	1.50	542
12	5/7/2024 12:00	677	0.00	674	1.50	556
13	5/7/2024 13:00	715	0.00	707	2.00	583
14	5/7/2024 14:00	835	0.00	807	2.70	668
15	5/7/2024 15:00	923	0.00	880	3.40	732
16	5/7/2024 16:00	952	0.00	905	3.50	754
17	5/7/2024 17:00	893	0.00	854	3.00	711
18	5/7/2024 18:00	776	0.00	758	2.20	625
19	5/7/2024 19:00	596	0.00	607	0.80	497
20	5/7/2024 20:00	474	0.00	503	0.00	410
21	5/7/2024 21:00	458	0.00	491	0.00	395
22	5/7/2024 22:00	350	0.00	402	0.00	320
23	5/7/2024 23:00	299	0.00	355	0.00	283
0	5/8/2024 0:00	244	0.00	308	0.00	243
1	5/8/2024 1:00	215	0.00	280	0.00	218
2	5/8/2024 2:00	207	0.00	276	0.00	216
3	5/8/2024 3:00	269	0.00	330	0.00	261
4	5/8/2024 4:00	433	0.00	467	0.00	377
5	5/8/2024 5:00	612	0.00	621	1.00	509
6	5/8/2024 6:00	805	0.00	783	2.60	650

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7	5/8/2024 7:00	767	0.00	751	2.10	622
8	5/8/2024 8:00	656	0.00	657	1.10	540
9	5/8/2024 9:00	666	0.00	665	1.70	548
10	5/8/2024 10:00	669	0.00	669	1.30	551
11	5/8/2024 11:00	730	0.00	718	2.20	593
12	5/8/2024 12:00	721	0.00	712	1.80	587
13	5/8/2024 13:00	776	0.00	757	2.40	625
14	5/8/2024 14:00	848	0.00	819	2.70	678
15	5/8/2024 15:00	892	0.00	855	3.00	711
16	5/8/2024 16:00	957	0.00	908	3.20	757
17	5/8/2024 17:00	917	0.00	873	3.20	728
18	5/8/2024 18:00	748	0.00	735	2.20	608
19	5/8/2024 19:00	588	0.00	598	1.00	490
20	5/8/2024 20:00	528	0.00	549	0.20	449
21	5/8/2024 21:00	487	0.00	515	0.00	417
22	5/8/2024 22:00	387	0.00	431	0.00	348
23	5/8/2024 23:00	274	0.00	335	0.00	267
0	5/9/2024 0:00	247	0.00	309	0.00	243
1	5/9/2024 1:00	210	0.00	275	0.00	214
2	5/9/2024 2:00	188	0.00	259	0.00	198
3	5/9/2024 3:00	280	0.00	337	0.00	266
4	5/9/2024 4:00	438	0.00	472	0.00	383
5	5/9/2024 5:00	650	0.00	651	1.40	536
6	5/9/2024 6:00	788	0.00	770	2.30	635
7	5/9/2024 7:00	758	0.00	744	2.00	615
8	5/9/2024 8:00	689	0.00	684	1.80	563
9	5/9/2024 9:00	708	0.00	701	1.60	577
10	5/9/2024 10:00	678	0.00	675	1.30	556
11	5/9/2024 11:00	716	0.00	706	1.80	584
12	5/9/2024 12:00	721	0.00	714	1.80	586
13	5/9/2024 13:00	779	0.00	760	2.20	629
14	5/9/2024 14:00	850	0.00	819	2.90	679
15	5/9/2024 15:00	949	0.00	901	3.20	751
16	5/9/2024 16:00	987	0.00	933	3.30	777
17	5/9/2024 17:00	888	0.00	851	2.90	707
18	5/9/2024 18:00	767	0.00	750	2.40	620
19	5/9/2024 19:00	633	0.00	637	1.30	523
20	5/9/2024 20:00	541	0.00	557	0.50	457
21	5/9/2024 21:00	441	0.00	476	0.00	387
22	5/9/2024 22:00	409	0.00	450	0.20	364
23	5/9/2024 23:00	333	0.00	386	0.00	307
0	5/10/2024 0:00	279	0.00	338	0.00	267
1	5/10/2024 1:00	223	0.00	289	0.00	224
2	5/10/2024 2:00	193	0.00	264	0.00	202
3	5/10/2024 3:00	243	0.00	307	0.00	241
4	5/10/2024 4:00	427	0.00	463	0.00	375
5	5/10/2024 5:00	595	0.00	607	0.80	497
6	5/10/2024 6:00	758	0.00	742	2.00	612
7	5/10/2024 7:00	734	0.00	723	1.90	596
8	5/10/2024 8:00	661	0.00	661	1.40	544
9	5/10/2024 9:00	706	0.00	700	1.30	578
10	5/10/2024 10:00	744	0.00	731	1.90	605

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11	5/10/2024 11:00	791	0.00	769	2.60	637
12	5/10/2024 12:00	778	0.00	760	2.20	627
13	5/10/2024 13:00	832	0.00	805	2.40	667
14	5/10/2024 14:00	885	0.00	848	3.10	707
15	5/10/2024 15:00	1094	0.00	1017	3.80	852
16	5/10/2024 16:00	1162	0.00	1075	3.70	902
17	5/10/2024 17:00	942	0.00	897	3.10	746
18	5/10/2024 18:00	811	0.00	786	2.90	653
19	5/10/2024 19:00	731	0.00	720	2.20	595
20	5/10/2024 20:00	616	0.00	624	1.30	511
21	5/10/2024 21:00	553	0.00	569	0.40	465
22	5/10/2024 22:00	506	0.00	532	0.40	432
23	5/10/2024 23:00	388	0.00	431	0.00	348
0	5/14/2024 0:00	235	0.00	300	0.00	235
1	5/14/2024 1:00	200	0.00	268	0.00	208
2	5/14/2024 2:00	204	0.00	273	0.00	212
3	5/14/2024 3:00	271	0.00	331	0.00	260
4	5/14/2024 4:00	430	0.00	462	0.00	376
5	5/14/2024 5:00	622	0.00	627	1.10	517
6	5/14/2024 6:00	832	0.00	806	2.50	670
7	5/14/2024 7:00	755	0.00	742	2.00	613
8	5/14/2024 8:00	681	0.00	678	1.50	557
9	5/14/2024 9:00	668	0.00	665	1.40	549
10	5/14/2024 10:00	686	0.00	683	1.50	563
11	5/14/2024 11:00	683	0.00	679	1.50	560
12	5/14/2024 12:00	722	0.00	713	2.10	589
13	5/14/2024 13:00	784	0.00	765	2.10	631
14	5/14/2024 14:00	831	0.00	803	2.60	667
15	5/14/2024 15:00	872	0.00	837	2.90	695
16	5/14/2024 16:00	975	0.00	924	3.50	769
17	5/14/2024 17:00	912	0.00	870	3.20	723
18	5/14/2024 18:00	814	0.00	790	2.70	652
19	5/14/2024 19:00	652	0.00	655	1.40	536
20	5/14/2024 20:00	514	0.00	538	0.20	436
21	5/14/2024 21:00	430	0.00	468	0.00	377
22	5/14/2024 22:00	369	0.00	415	0.00	331
23	5/14/2024 23:00	299	0.00	358	0.00	283
0	5/15/2024 0:00	239	0.00	304	0.00	237
1	5/15/2024 1:00	195	0.00	264	0.00	203
2	5/15/2024 2:00	214	0.00	285	0.00	221
3	5/15/2024 3:00	248	0.00	310	0.00	244
4	5/15/2024 4:00	419	0.00	454	0.00	368
5	5/15/2024 5:00	626	0.00	631	1.10	519
6	5/15/2024 6:00	855	0.00	825	2.70	684
7	5/15/2024 7:00	771	0.00	755	2.10	625
8	5/15/2024 8:00	668	0.00	667	1.50	550
9	5/15/2024 9:00	656	0.00	656	1.20	540
10	5/15/2024 10:00	665	0.00	666	1.70	547
11	5/15/2024 11:00	703	0.00	698	1.60	574
12	5/15/2024 12:00	727	0.00	716	2.00	590
13	5/15/2024 13:00	806	0.00	784	2.30	650
14	5/15/2024 14:00	810	0.00	786	2.90	649

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15	5/15/2024 15:00	919	0.00	876	3.20	728
16	5/15/2024 16:00	1001	0.00	945	3.50	787
17	5/15/2024 17:00	928	0.00	884	3.20	736
18	5/15/2024 18:00	983	0.00	925	3.80	773
19	5/15/2024 19:00	726	0.00	710	2.40	590
20	5/15/2024 20:00	518	0.00	539	0.00	440
21	5/15/2024 21:00	453	0.00	486	0.00	395
22	5/15/2024 22:00	363	0.00	412	0.00	330
23	5/15/2024 23:00	272	0.00	333	0.00	264
0	5/16/2024 0:00	231	0.00	294	0.00	229
1	5/16/2024 1:00	207	0.00	274	0.00	215
2	5/16/2024 2:00	203	0.00	269	0.00	209
3	5/16/2024 3:00	258	0.00	319	0.00	252
4	5/16/2024 4:00	453	0.00	484	0.00	394
5	5/16/2024 5:00	621	0.00	626	1.10	515
6	5/16/2024 6:00	831	0.00	805	2.40	670
7	5/16/2024 7:00	755	0.00	741	2.20	616
8	5/16/2024 8:00	721	0.00	713	1.70	589
9	5/16/2024 9:00	662	0.00	660	1.50	546
10	5/16/2024 10:00	655	0.00	656	1.40	539
11	5/16/2024 11:00	736	0.00	725	2.10	600
12	5/16/2024 12:00	708	0.00	701	1.70	578
13	5/16/2024 13:00	789	0.00	768	2.30	635
14	5/16/2024 14:00	827	0.00	802	2.70	662
15	5/16/2024 15:00	943	0.00	898	3.10	747
16	5/16/2024 16:00	958	0.00	910	3.50	757
17	5/16/2024 17:00	892	0.00	854	2.90	709
18	5/16/2024 18:00	785	0.00	765	2.20	632
19	5/16/2024 19:00	685	0.00	681	1.80	560
20	5/16/2024 20:00	535	0.00	553	0.40	453
21	5/16/2024 21:00	447	0.00	477	0.00	388
22	5/16/2024 22:00	378	0.00	424	0.00	339
23	5/16/2024 23:00	316	0.00	371	0.00	295
0	5/17/2024 0:00	240	0.00	303	0.00	236
1	5/17/2024 1:00	206	0.00	271	0.00	211
2	5/17/2024 2:00	211	0.00	278	0.00	217
3	5/17/2024 3:00	271	0.00	329	0.00	259
4	5/17/2024 4:00	407	0.00	445	0.00	360
5	5/17/2024 5:00	613	0.00	621	1.00	509
6	5/17/2024 6:00	768	0.00	751	2.00	621
7	5/17/2024 7:00	769	0.00	753	2.40	624
8	5/17/2024 8:00	704	0.00	698	1.40	577
9	5/17/2024 9:00	711	0.00	703	1.70	579
10	5/17/2024 10:00	723	0.00	713	2.00	589
11	5/17/2024 11:00	757	0.00	742	1.80	612
12	5/17/2024 12:00	785	0.00	767	2.20	633
13	5/17/2024 13:00	834	0.00	807	2.90	668
14	5/17/2024 14:00	925	0.00	882	3.10	734
15	5/17/2024 15:00	887	0.00	848	2.90	706
16	5/17/2024 16:00	1024	0.00	965	3.50	805
17	5/17/2024 17:00	928	0.00	885	3.30	736
18	5/17/2024 18:00	808	0.00	784	2.90	649

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19	5/17/2024 19:00	760	0.00	747	2.10	614
20	5/17/2024 20:00	650	0.00	650	1.40	538
21	5/17/2024 21:00	527	0.00	548	0.40	447
22	5/17/2024 22:00	484	0.00	512	0.20	415
23	5/17/2024 23:00	418	0.00	456	0.00	371
0	5/21/2024 0:00	249	0.00	313	0.00	245
1	5/21/2024 1:00	194	0.00	266	0.00	205
2	5/21/2024 2:00	217	0.00	284	0.00	221
3	5/21/2024 3:00	267	0.00	327	0.00	258
4	5/21/2024 4:00	425	0.00	460	0.00	372
5	5/21/2024 5:00	623	0.00	627	1.10	517
6	5/21/2024 6:00	852	0.00	822	2.30	683
7	5/21/2024 7:00	751	0.00	740	2.00	611
8	5/21/2024 8:00	668	0.00	669	1.50	550
9	5/21/2024 9:00	634	0.00	639	0.90	525
10	5/21/2024 10:00	813	0.00	788	2.20	655
11	5/21/2024 11:00	669	0.00	667	1.50	550
12	5/21/2024 12:00	682	0.00	678	1.50	560
13	5/21/2024 13:00	808	0.00	786	2.40	649
14	5/21/2024 14:00	807	0.00	784	2.70	648
15	5/21/2024 15:00	881	0.00	846	3.00	703
16	5/21/2024 16:00	956	0.00	908	3.30	755
17	5/21/2024 17:00	927	0.00	884	3.30	734
18	5/21/2024 18:00	772	0.00	754	2.70	622
19	5/21/2024 19:00	609	0.00	617	1.10	505
20	5/21/2024 20:00	495	0.00	521	0.00	425
21	5/21/2024 21:00	413	0.00	453	0.00	365
22	5/21/2024 22:00	362	0.00	411	0.00	327
23	5/21/2024 23:00	279	0.00	339	0.00	268
0	5/22/2024 0:00	239	0.00	303	0.00	238
1	5/22/2024 1:00	205	0.00	273	0.00	212
2	5/22/2024 2:00	188	0.00	258	0.00	199
3	5/22/2024 3:00	271	0.00	333	0.00	262
4	5/22/2024 4:00	417	0.00	455	0.00	368
5	5/22/2024 5:00	627	0.00	631	1.00	518
6	5/22/2024 6:00	831	0.00	806	2.60	668
7	5/22/2024 7:00	732	0.00	722	2.10	597
8	5/22/2024 8:00	720	0.00	710	2.00	588
9	5/22/2024 9:00	658	0.00	659	1.40	542
10	5/22/2024 10:00	660	0.00	659	1.70	544
11	5/22/2024 11:00	712	0.00	706	1.80	581
12	5/22/2024 12:00	778	0.00	758	2.40	628
13	5/22/2024 13:00	766	0.00	748	2.30	619
14	5/22/2024 14:00	891	0.00	854	3.00	709
15	5/22/2024 15:00	928	0.00	884	3.20	736
16	5/22/2024 16:00	1015	0.00	957	3.40	800
17	5/22/2024 17:00	934	0.00	889	3.30	739
18	5/22/2024 18:00	825	0.00	798	2.80	662
19	5/22/2024 19:00	577	0.00	590	0.70	482
20	5/22/2024 20:00	536	0.00	554	0.40	454
21	5/22/2024 21:00	441	0.00	476	0.00	386
22	5/22/2024 22:00	351	0.00	399	0.00	321

Report Data

23	5/22/2024 23:00	283	0.00	344	0.00	272
0	5/23/2024 0:00	233	0.00	296	0.00	232
1	5/23/2024 1:00	203	0.00	271	0.00	211
2	5/23/2024 2:00	200	0.00	268	0.00	207
3	5/23/2024 3:00	281	0.00	340	0.00	267
4	5/23/2024 4:00	416	0.00	454	0.00	366
5	5/23/2024 5:00	621	0.00	628	1.30	515
6	5/23/2024 6:00	825	0.00	800	2.60	663
7	5/23/2024 7:00	752	0.00	738	2.00	611
8	5/23/2024 8:00	731	0.00	719	1.90	594
9	5/23/2024 9:00	645	0.00	647	1.20	534
10	5/23/2024 10:00	648	0.00	650	1.10	535
11	5/23/2024 11:00	810	0.00	785	2.40	651
12	5/23/2024 12:00	776	0.00	758	2.10	627
13	5/23/2024 13:00	776	0.00	758	2.10	628
14	5/23/2024 14:00	898	0.00	862	2.90	712
15	5/23/2024 15:00	949	0.00	903	3.20	751
16	5/23/2024 16:00	974	0.00	923	3.40	770
17	5/23/2024 17:00	869	0.00	836	2.90	692
18	5/23/2024 18:00	812	0.00	788	2.70	652
19	5/23/2024 19:00	627	0.00	631	1.10	521
20	5/23/2024 20:00	581	0.00	593	0.70	489
21	5/23/2024 21:00	463	0.00	495	0.20	402
22	5/23/2024 22:00	383	0.00	428	0.00	344
23	5/23/2024 23:00	315	0.00	371	0.00	293
0	5/24/2024 0:00	256	0.00	319	0.00	248
1	5/24/2024 1:00	212	0.00	277	0.00	215
2	5/24/2024 2:00	210	0.00	275	0.00	214
3	5/24/2024 3:00	279	0.00	339	0.00	266
4	5/24/2024 4:00	405	0.00	446	0.20	360
5	5/24/2024 5:00	566	0.00	580	0.50	477
6	5/24/2024 6:00	733	0.00	723	1.70	597
7	5/24/2024 7:00	709	0.00	701	1.90	578
8	5/24/2024 8:00	695	0.00	691	1.40	570
9	5/24/2024 9:00	672	0.00	670	1.50	553
10	5/24/2024 10:00	700	0.00	695	1.60	574
11	5/24/2024 11:00	730	0.00	721	1.80	592
12	5/24/2024 12:00	790	0.00	771	2.30	637
13	5/24/2024 13:00	808	0.00	784	2.60	649
14	5/24/2024 14:00	923	0.00	880	3.20	733
15	5/24/2024 15:00	937	0.00	892	3.40	743
16	5/24/2024 16:00	940	0.00	894	3.40	744
17	5/24/2024 17:00	863	0.00	830	2.90	689
18	5/24/2024 18:00	826	0.00	798	2.90	662
19	5/24/2024 19:00	724	0.00	713	1.80	590
20	5/24/2024 20:00	586	0.00	598	0.50	489
21	5/24/2024 21:00	518	0.00	538	0.40	440
22	5/24/2024 22:00	442	0.00	475	0.00	386
23	5/24/2024 23:00	349	0.00	400	0.00	319
0	5/28/2024 0:00	223	0.00	288	0.00	225
1	5/28/2024 1:00	181	0.00	253	0.00	194
2	5/28/2024 2:00	191	0.00	262	0.00	204

Report Data

3	5/28/2024 3:00	287	0.00	344	0.00	274
4	5/28/2024 4:00	436	0.00	470	0.00	381
5	5/28/2024 5:00	628	0.00	634	0.80	523
6	5/28/2024 6:00	843	0.00	817	2.60	676
7	5/28/2024 7:00	738	0.00	728	1.90	601
8	5/28/2024 8:00	703	0.00	697	1.70	574
9	5/28/2024 9:00	682	0.00	679	1.50	560
10	5/28/2024 10:00	699	0.00	694	1.60	574
11	5/28/2024 11:00	692	0.00	688	1.70	568
12	5/28/2024 12:00	705	0.00	700	1.90	576
13	5/28/2024 13:00	792	0.00	770	2.30	637
14	5/28/2024 14:00	873	0.00	837	2.90	695
15	5/28/2024 15:00	915	0.00	876	3.10	726
16	5/28/2024 16:00	986	0.00	935	3.40	776
17	5/28/2024 17:00	872	0.00	838	2.90	696
18	5/28/2024 18:00	745	0.00	733	2.20	603
19	5/28/2024 19:00	623	0.00	628	1.10	517
20	5/28/2024 20:00	500	0.00	524	0.00	429
21	5/28/2024 21:00	446	0.00	480	0.00	388
22	5/28/2024 22:00	373	0.00	419	0.00	336
23	5/28/2024 23:00	286	0.00	344	0.00	273
0	5/29/2024 0:00	233	0.00	298	0.00	230
1	5/29/2024 1:00	201	0.00	270	0.00	209
2	5/29/2024 2:00	197	0.00	265	0.00	205
3	5/29/2024 3:00	259	0.00	320	0.00	252
4	5/29/2024 4:00	427	0.00	461	0.00	373
5	5/29/2024 5:00	628	0.00	635	1.10	522
6	5/29/2024 6:00	811	0.00	788	2.30	654
7	5/29/2024 7:00	759	0.00	745	2.30	615
8	5/29/2024 8:00	692	0.00	689	1.50	566
9	5/29/2024 9:00	656	0.00	657	1.20	542
10	5/29/2024 10:00	672	0.00	671	1.30	553
11	5/29/2024 11:00	700	0.00	695	1.70	573
12	5/29/2024 12:00	708	0.00	702	1.90	579
13	5/29/2024 13:00	739	0.00	726	2.10	600
14	5/29/2024 14:00	792	0.00	773	2.20	637
15	5/29/2024 15:00	891	0.00	854	3.00	708
16	5/29/2024 16:00	937	0.00	891	3.10	743
17	5/29/2024 17:00	977	0.00	926	3.30	771
18	5/29/2024 18:00	816	0.00	790	2.70	655
19	5/29/2024 19:00	621	0.00	626	1.30	513
20	5/29/2024 20:00	522	0.00	545	0.20	444
21	5/29/2024 21:00	456	0.00	488	0.00	397
22	5/29/2024 22:00	355	0.00	401	0.00	323
23	5/29/2024 23:00	282	0.00	343	0.00	273
0	5/30/2024 0:00	235	0.00	299	0.00	234
1	5/30/2024 1:00	206	0.00	275	0.00	211
2	5/30/2024 2:00	191	0.00	260	0.00	201
3	5/30/2024 3:00	271	0.00	328	0.00	258
4	5/30/2024 4:00	427	0.00	462	0.00	374
5	5/30/2024 5:00	635	0.00	637	1.30	527
6	5/30/2024 6:00	815	0.00	792	2.50	656

Report Data

7	5/30/2024 7:00	763	0.00	747	2.30	616
8	5/30/2024 8:00	690	0.00	686	1.50	564
9	5/30/2024 9:00	660	0.00	662	1.40	544
10	5/30/2024 10:00	669	0.00	667	1.60	552
11	5/30/2024 11:00	762	0.00	746	2.00	617
12	5/30/2024 12:00	731	0.00	721	1.90	596
13	5/30/2024 13:00	777	0.00	757	2.40	626
14	5/30/2024 14:00	836	0.00	809	2.50	669
15	5/30/2024 15:00	906	0.00	867	2.90	721
16	5/30/2024 16:00	1117	0.00	1042	3.80	871
17	5/30/2024 17:00	894	0.00	857	3.20	710
18	5/30/2024 18:00	806	0.00	784	2.70	647
19	5/30/2024 19:00	673	0.00	669	1.80	553
20	5/30/2024 20:00	550	0.00	566	0.50	463
21	5/30/2024 21:00	456	0.00	487	0.00	397
22	5/30/2024 22:00	348	0.00	397	0.00	319
23	5/30/2024 23:00	300	0.00	357	0.00	284
0	5/31/2024 0:00	237	0.00	301	0.00	236
1	5/31/2024 1:00	189	0.00	260	0.00	200
2	5/31/2024 2:00	222	0.00	287	0.00	223
3	5/31/2024 3:00	266	0.00	326	0.00	257
4	5/31/2024 4:00	414	0.00	451	0.00	364
5	5/31/2024 5:00	576	0.00	588	0.50	482
6	5/31/2024 6:00	739	0.00	727	1.80	601
7	5/31/2024 7:00	736	0.00	725	1.70	599
8	5/31/2024 8:00	716	0.00	708	1.70	584
9	5/31/2024 9:00	653	0.00	656	1.20	539
10	5/31/2024 10:00	747	0.00	735	2.20	608
11	5/31/2024 11:00	760	0.00	744	2.00	616
12	5/31/2024 12:00	789	0.00	768	2.30	635
13	5/31/2024 13:00	812	0.00	786	2.70	652
14	5/31/2024 14:00	870	0.00	836	2.90	694
15	5/31/2024 15:00	1134	0.00	1045	3.90	878
16	5/31/2024 16:00	1090	0.00	1015	3.90	848
17	5/31/2024 17:00	900	0.00	862	3.10	715
18	5/31/2024 18:00	963	0.00	911	2.40	762
19	5/31/2024 19:00	658	0.00	658	1.40	542
20	5/31/2024 20:00	577	0.00	590	0.50	486
21	5/31/2024 21:00	522	0.00	541	0.40	445
22	5/31/2024 22:00	412	0.00	450	0.00	365
23	5/31/2024 23:00	343	0.00	395	0.00	313

Report Data

Lane 3 Truck Pr Flow (Veh/Hour)	Truck Prop (%)	# Lane Points	% Observed	
4.90	739	1.50	36	0.00
3.40	667	1.00	36	0.00
5.50	720	1.70	36	0.00
4.50	813	1.40	36	0.00
8.70	1239	2.60	36	0.00
9.40	1709	3.00	36	0.00
10.50	2228	3.80	36	0.00
11.20	2266	4.10	36	0.00
10.00	1889	3.40	36	0.00
9.80	1885	3.40	36	0.00
10.10	1967	3.60	36	0.00
10.50	2038	3.70	36	0.00
10.20	2058	3.60	36	0.00
10.60	2103	3.80	36	0.00
10.80	2199	4.00	36	0.00
11.10	2437	4.20	36	0.00
11.60	2595	4.50	36	0.00
11.20	2462	4.30	36	0.00
11.60	2334	4.40	36	0.00
10.30	1871	3.40	36	0.00
9.60	1416	3.00	36	0.00
8.30	1269	2.40	36	0.00
8.50	1097	2.60	36	0.00
6.40	935	1.90	36	0.00
4.50	729	1.40	36	0.00
4.70	700	1.40	36	0.00
4.80	680	1.50	36	0.00
6.90	862	2.10	36	0.00
7.90	1234	2.40	36	0.00
9.40	1700	3.10	36	0.00
9.70	2200	3.60	36	0.00
10.70	2183	3.90	36	0.00
10.20	1915	3.60	36	0.00
10.10	1908	3.50	36	0.00
10.00	1817	3.40	36	0.00
9.90	1940	3.40	36	0.00
9.90	1945	3.50	36	0.00
10.60	2177	4.00	36	0.00
11.10	2332	4.20	36	0.00
11.60	2515	4.50	36	0.00
11.20	2648	4.30	36	0.00
11.20	2537	4.30	36	0.00
11.20	2155	4.10	36	0.00
10.20	1806	3.60	36	0.00
9.60	1526	2.90	36	0.00
9.50	1388	2.80	36	0.00
8.10	1165	2.40	36	0.00
6.80	984	2.00	36	0.00
4.90	730	1.50	36	0.00
4.10	790	1.30	36	0.00
4.40	740	1.40	36	0.00

Report Data

6.90	862	2.10	36	0.00
6.90	1176	2.00	36	0.00
8.70	1609	2.60	36	0.00
9.50	2106	3.40	36	0.00
10.50	2103	3.80	36	0.00
9.80	1932	3.40	36	0.00
9.80	1972	3.50	36	0.00
10.30	2062	3.60	36	0.00
10.30	2068	3.70	36	0.00
10.80	2300	4.00	36	0.00
10.60	2207	3.90	36	0.00
11.40	2404	4.30	36	0.00
11.50	2572	4.50	36	0.00
11.50	2500	4.40	36	0.00
11.60	2537	4.50	36	0.00
11.10	2211	4.10	36	0.00
10.40	1979	3.60	36	0.00
10.40	1707	3.50	36	0.00
10.00	1534	3.10	36	0.00
9.20	1327	2.70	36	0.00
7.20	1065	2.20	36	0.00
5.60	815	1.70	36	0.00
3.90	655	1.20	36	0.00
4.90	735	1.50	36	0.00
6.70	886	2.00	36	0.00
9.30	1350	2.80	36	0.00
9.80	1716	3.10	36	0.00
10.60	2344	4.00	36	0.00
10.50	2124	3.90	36	0.00
10.30	1893	3.60	36	0.00
9.50	1796	3.20	36	0.00
9.50	1847	3.20	36	0.00
9.80	1855	3.40	36	0.00
9.70	1907	3.40	36	0.00
10.50	2005	3.70	36	0.00
11.10	2310	4.20	36	0.00
11.30	2535	4.50	36	0.00
11.70	2611	4.60	36	0.00
11.30	2458	4.30	36	0.00
11.50	2159	4.10	36	0.00
10.10	1700	3.20	36	0.00
9.00	1387	2.70	36	0.00
9.10	1344	2.70	36	0.00
7.20	1072	2.10	36	0.00
7.40	937	2.20	36	0.00
5.80	795	1.80	36	0.00
5.50	713	1.70	36	0.00
5.10	699	1.60	36	0.00
6.90	860	2.10	36	0.00
8.20	1277	2.40	36	0.00
9.80	1742	3.20	36	0.00
10.00	2238	3.80	36	0.00

Report Data

10.60	2140	3.80	36	0.00
9.80	1853	3.20	36	0.00
9.50	1879	3.40	36	0.00
9.30	1889	3.20	36	0.00
9.90	2041	3.70	36	0.00
10.10	2020	3.60	36	0.00
11.20	2158	4.10	36	0.00
10.80	2345	4.10	36	0.00
11.40	2458	4.40	36	0.00
11.60	2622	4.50	36	0.00
11.40	2518	4.40	36	0.00
11.30	2091	4.10	36	0.00
10.20	1676	3.30	36	0.00
9.10	1526	2.80	36	0.00
8.90	1419	2.60	36	0.00
7.80	1166	2.30	36	0.00
4.90	876	1.50	36	0.00
5.30	799	1.60	36	0.00
4.20	699	1.30	36	0.00
3.00	645	0.90	36	0.00
7.10	883	2.20	36	0.00
7.80	1293	2.30	36	0.00
10.10	1837	3.40	36	0.00
10.20	2193	3.80	36	0.00
10.60	2117	3.80	36	0.00
10.30	1936	3.60	36	0.00
10.10	1986	3.50	36	0.00
9.90	1909	3.40	36	0.00
10.10	2006	3.60	36	0.00
10.20	2021	3.60	36	0.00
10.30	2168	3.80	36	0.00
10.60	2348	4.10	36	0.00
11.10	2601	4.30	36	0.00
11.70	2697	4.50	36	0.00
11.50	2446	4.30	36	0.00
10.80	2137	4.00	36	0.00
10.30	1793	3.50	36	0.00
9.40	1555	3.00	36	0.00
7.80	1304	2.30	36	0.00
7.70	1223	2.40	36	0.00
6.50	1026	1.90	36	0.00
6.70	884	2.00	36	0.00
5.80	736	1.80	36	0.00
2.00	659	0.60	36	0.00
4.60	791	1.40	36	0.00
8.00	1265	2.40	36	0.00
9.10	1699	2.90	36	0.00
10.00	2112	3.60	36	0.00
10.40	2053	3.70	36	0.00
9.90	1866	3.40	36	0.00
10.20	1984	3.40	36	0.00
10.20	2080	3.70	36	0.00

Report Data

10.50	2197	4.00	36	0.00
10.40	2165	3.80	36	0.00
10.80	2304	3.90	36	0.00
10.70	2440	4.20	36	0.00
10.60	2963	4.40	36	0.00
10.00	3139	4.10	36	0.00
11.40	2585	4.40	36	0.00
11.20	2250	4.30	36	0.00
10.90	2046	4.00	36	0.00
10.80	1751	3.60	36	0.00
10.30	1587	3.20	36	0.00
9.70	1470	3.00	36	0.00
7.80	1167	2.30	36	0.00
5.50	770	1.70	36	0.00
3.40	676	1.00	36	0.00
3.30	689	1.00	36	0.00
6.90	862	2.10	36	0.00
8.00	1268	2.40	36	0.00
9.50	1766	3.20	36	0.00
10.40	2308	3.90	36	0.00
10.40	2110	3.70	36	0.00
9.90	1916	3.40	36	0.00
9.80	1882	3.30	36	0.00
10.10	1932	3.50	36	0.00
10.20	1922	3.50	36	0.00
10.00	2024	3.70	36	0.00
10.60	2180	3.80	36	0.00
10.60	2301	4.00	36	0.00
11.40	2404	4.30	36	0.00
11.30	2668	4.50	36	0.00
11.50	2505	4.40	36	0.00
11.20	2256	4.20	36	0.00
10.60	1843	3.60	36	0.00
9.90	1488	3.00	36	0.00
8.50	1275	2.50	36	0.00
8.20	1115	2.40	36	0.00
6.00	940	1.80	36	0.00
5.90	780	1.80	36	0.00
5.40	662	1.70	36	0.00
5.00	720	1.50	36	0.00
6.10	802	1.90	36	0.00
8.40	1241	2.50	36	0.00
9.60	1776	3.20	36	0.00
10.80	2364	4.10	36	0.00
10.40	2151	3.80	36	0.00
9.80	1885	3.40	36	0.00
9.60	1852	3.20	36	0.00
10.40	1878	3.60	36	0.00
9.80	1975	3.40	36	0.00
10.50	2033	3.70	36	0.00
10.50	2240	3.80	36	0.00
10.90	2245	4.20	36	0.00

Report Data

11.00	2523	4.30	36	0.00
11.70	2733	4.60	36	0.00
11.50	2548	4.40	36	0.00
12.00	2681	4.80	36	0.00
11.40	2026	4.10	36	0.00
9.50	1497	2.80	36	0.00
8.90	1334	2.60	36	0.00
7.60	1105	2.30	36	0.00
5.30	869	1.60	36	0.00
4.80	754	1.50	36	0.00
2.80	696	0.90	36	0.00
3.80	681	1.20	36	0.00
4.80	829	1.40	36	0.00
8.90	1331	2.60	36	0.00
9.50	1762	3.20	36	0.00
10.10	2306	3.80	36	0.00
10.10	2112	3.70	36	0.00
10.00	2023	3.50	36	0.00
9.70	1868	3.40	36	0.00
10.20	1850	3.50	36	0.00
10.00	2061	3.60	36	0.00
10.20	1987	3.60	36	0.00
10.20	2192	3.80	36	0.00
11.00	2291	4.10	36	0.00
11.00	2588	4.30	36	0.00
11.50	2625	4.50	36	0.00
11.40	2455	4.30	36	0.00
11.20	2182	4.00	36	0.00
10.50	1926	3.70	36	0.00
9.50	1541	2.90	36	0.00
9.50	1312	2.80	36	0.00
7.70	1141	2.30	36	0.00
6.40	982	1.90	36	0.00
4.70	779	1.40	36	0.00
5.20	688	1.60	36	0.00
4.10	706	1.30	36	0.00
5.40	859	1.60	36	0.00
6.90	1212	2.10	36	0.00
9.00	1743	3.00	36	0.00
9.80	2140	3.60	36	0.00
10.10	2146	3.80	36	0.00
10.10	1979	3.40	36	0.00
9.80	1993	3.50	36	0.00
10.40	2025	3.70	36	0.00
10.30	2111	3.60	36	0.00
10.60	2185	3.80	36	0.00
10.90	2309	4.20	36	0.00
10.90	2541	4.20	36	0.00
11.30	2441	4.30	36	0.00
11.40	2794	4.50	36	0.00
11.40	2549	4.40	36	0.00
11.60	2241	4.40	36	0.00

Report Data

11.20	2121	4.00	36	0.00
10.20	1838	3.50	36	0.00
8.90	1522	2.80	36	0.00
9.90	1411	3.00	36	0.00
7.80	1245	2.30	36	0.00
5.70	807	1.70	36	0.00
2.90	665	0.90	36	0.00
3.60	722	1.10	36	0.00
5.80	852	1.80	36	0.00
8.30	1257	2.50	36	0.00
9.70	1767	3.20	36	0.00
10.20	2357	3.80	36	0.00
10.30	2102	3.70	36	0.00
9.30	1887	3.20	36	0.00
9.90	1798	3.20	36	0.00
9.30	2256	3.50	36	0.00
10.00	1886	3.40	36	0.00
9.30	1920	3.20	36	0.00
10.60	2243	3.90	36	0.00
11.00	2239	4.10	36	0.00
11.50	2430	4.40	36	0.00
11.40	2619	4.40	36	0.00
11.40	2545	4.40	36	0.00
11.30	2148	4.20	36	0.00
10.50	1731	3.50	36	0.00
9.20	1441	2.70	36	0.00
8.50	1231	2.50	36	0.00
7.30	1100	2.20	36	0.00
5.20	886	1.60	36	0.00
5.50	780	1.70	36	0.00
3.80	690	1.20	36	0.00
2.50	645	0.80	36	0.00
6.90	866	2.10	36	0.00
8.40	1240	2.50	36	0.00
9.50	1776	3.10	36	0.00
10.50	2305	3.90	36	0.00
10.70	2051	3.90	36	0.00
10.00	2018	3.60	36	0.00
9.40	1859	3.20	36	0.00
9.70	1863	3.40	36	0.00
10.50	1999	3.70	36	0.00
10.50	2164	3.90	36	0.00
10.50	2133	3.80	36	0.00
10.70	2454	4.20	36	0.00
11.00	2548	4.30	36	0.00
11.80	2772	4.60	36	0.00
11.50	2562	4.40	36	0.00
11.30	2285	4.20	36	0.00
10.60	1649	3.30	36	0.00
10.10	1544	3.10	36	0.00
8.80	1303	2.60	36	0.00
7.20	1071	2.10	36	0.00

Report Data

4.40	899	1.30	36	0.00
4.70	761	1.40	36	0.00
2.80	685	0.90	36	0.00
3.90	675	1.20	36	0.00
6.40	888	1.90	36	0.00
8.20	1236	2.40	36	0.00
9.90	1764	3.30	36	0.00
10.40	2288	3.90	36	0.00
10.30	2101	3.70	36	0.00
10.40	2044	3.70	36	0.00
9.40	1826	3.20	36	0.00
9.30	1833	3.10	36	0.00
10.60	2246	3.90	36	0.00
10.20	2161	3.70	36	0.00
10.20	2162	3.70	36	0.00
11.20	2472	4.20	36	0.00
11.10	2603	4.30	36	0.00
11.30	2667	4.40	36	0.00
11.70	2397	4.40	36	0.00
11.00	2252	4.10	36	0.00
10.00	1779	3.30	36	0.00
10.00	1663	3.20	36	0.00
9.20	1360	2.80	36	0.00
7.60	1155	2.30	36	0.00
6.80	979	2.00	36	0.00
5.60	823	1.70	36	0.00
4.20	704	1.30	36	0.00
5.10	699	1.60	36	0.00
7.10	884	2.10	36	0.00
7.80	1211	2.40	36	0.00
8.40	1623	2.60	36	0.00
9.20	2053	3.30	36	0.00
9.70	1988	3.50	36	0.00
9.60	1956	3.30	36	0.00
9.60	1895	3.30	36	0.00
9.80	1969	3.40	36	0.00
10.10	2043	3.60	36	0.00
10.70	2198	3.90	36	0.00
10.50	2241	3.90	36	0.00
11.20	2536	4.30	36	0.00
11.20	2572	4.40	36	0.00
11.40	2578	4.50	36	0.00
11.20	2382	4.20	36	0.00
11.20	2286	4.20	36	0.00
10.50	2027	3.70	36	0.00
10.40	1673	3.20	36	0.00
9.50	1496	2.90	36	0.00
9.10	1303	2.70	36	0.00
7.50	1068	2.20	36	0.00
4.90	736	1.50	36	0.00
3.60	628	1.10	36	0.00
1.50	657	0.50	36	0.00

Report Data

7.30	905	2.20	36	0.00
8.10	1287	2.40	36	0.00
9.20	1785	3.00	36	0.00
10.90	2336	4.10	36	0.00
10.60	2067	3.80	36	0.00
10.30	1974	3.60	36	0.00
10.00	1921	3.40	36	0.00
9.60	1967	3.40	36	0.00
9.90	1948	3.50	36	0.00
10.20	1981	3.60	36	0.00
11.10	2199	4.00	36	0.00
11.20	2405	4.20	36	0.00
11.20	2517	4.30	36	0.00
11.60	2697	4.50	36	0.00
11.20	2406	4.20	36	0.00
11.30	2081	4.00	36	0.00
10.10	1768	3.30	36	0.00
9.10	1453	2.70	36	0.00
9.00	1314	2.70	36	0.00
8.00	1128	2.40	36	0.00
6.20	903	1.90	36	0.00
5.70	761	1.70	36	0.00
3.30	680	1.00	36	0.00
2.90	667	0.90	36	0.00
6.00	831	1.80	36	0.00
8.30	1261	2.50	36	0.00
9.60	1785	3.20	36	0.00
9.90	2253	3.70	36	0.00
10.60	2119	3.90	36	0.00
10.20	1947	3.50	36	0.00
9.60	1855	3.20	36	0.00
10.10	1896	3.40	36	0.00
10.10	1968	3.60	36	0.00
9.80	1989	3.50	36	0.00
10.50	2065	3.80	36	0.00
10.50	2202	3.80	36	0.00
11.40	2453	4.40	36	0.00
11.30	2571	4.40	36	0.00
11.30	2674	4.40	36	0.00
11.10	2261	4.20	36	0.00
10.30	1760	3.50	36	0.00
8.80	1511	2.60	36	0.00
8.80	1341	2.60	36	0.00
7.40	1079	2.20	36	0.00
5.50	898	1.70	36	0.00
4.70	768	1.40	36	0.00
4.70	692	1.40	36	0.00
2.00	652	0.60	36	0.00
7.00	857	2.10	36	0.00
8.60	1263	2.50	36	0.00
9.90	1799	3.30	36	0.00
10.10	2263	3.80	36	0.00

Report Data

10.70	2126	3.90	36	0.00
10.30	1940	3.50	36	0.00
9.60	1866	3.30	36	0.00
9.40	1888	3.30	36	0.00
10.50	2125	3.80	36	0.00
9.90	2048	3.60	36	0.00
10.50	2160	3.90	36	0.00
10.60	2314	3.90	36	0.00
10.80	2494	4.10	36	0.00
11.30	3030	4.60	36	0.00
11.40	2461	4.40	36	0.00
11.40	2237	4.20	36	0.00
10.70	1895	3.70	36	0.00
9.90	1579	3.10	36	0.00
9.10	1340	2.70	36	0.00
7.20	1064	2.20	36	0.00
6.30	941	1.90	36	0.00
5.10	774	1.60	36	0.00
3.50	649	1.10	36	0.00
5.80	732	1.80	36	0.00
6.20	849	1.90	36	0.00
8.80	1229	2.60	36	0.00
9.30	1646	2.90	36	0.00
9.80	2067	3.50	36	0.00
10.20	2060	3.50	36	0.00
10.10	2008	3.50	36	0.00
9.80	1848	3.30	36	0.00
9.90	2090	3.60	36	0.00
9.70	2120	3.50	36	0.00
10.60	2192	3.90	36	0.00
11.00	2250	4.10	36	0.00
11.40	2400	4.30	36	0.00
10.60	3057	4.40	36	0.00
10.60	2953	4.40	36	0.00
11.30	2477	4.40	36	0.00
8.30	2636	3.20	36	0.00
10.30	1858	3.50	36	0.00
10.10	1653	3.10	36	0.00
9.90	1508	3.10	36	0.00
8.50	1227	2.50	36	0.00
8.00	1051	2.40	36	0.00

Report Data

7AM Average	2112 AM Peak	2112
8AM Average	1940	
4PM Average	2712 PM Peak	2712
5PM Average	2500	

PeMS Report Description

Report Description

Report	Aggregates>Time Series
Route Name	
Route Description	
Report link	https://pems.dot.ca.gov:443/?report_form=1&dnode=VDS&content=loops&
Report generated	09/24/2025 10:03
PeMS version	caltrans_pems-20.0.1

Report Parameters

Parameter	Value
Quantity	Flow
Data	16,416 Lane Points
Data Quality	0% Observed
Segment Type	VDS
Segment Name	Mainline VDS 818215 - 4th STREET N/O
start date	05/01/2024 00:00:00
end date	05/31/2024 23:59:59
Day of Week	Tu,We,Th,Fr
Granularity	hour

PeMS Report Description

[tab=det_timeseries&station_id=818215&s_time_id=1714521600&s_time_id_f=05%2F01%2F2024+00%3,](#)

PeMS Report Description

[A00&e_time_id=1717199940&e_time_id_f=05%2F31%2F2024+23%3A59&tod=all&tod_from=0&tod_to=0](#)

PeMS Report Description

[&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&q2=truck_prop&gn=hour&agg=on&lane1=on&la](#)

PeMS Report Description

[ne2=on&lane3=on](#)

Report Data

Hour	Hour	Lane 1 Flow (Veh/Hour)	Lane 2 Flow (Veh/Hour)	Flow (Veh/Hour)	# Lane Points	% Observed
0	5/1/2024 0:00	55	9	64	24	100.00
1	5/1/2024 1:00	56	5	61	24	100.00
2	5/1/2024 2:00	75	4	79	24	100.00
3	5/1/2024 3:00	225	11	236	24	100.00
4	5/1/2024 4:00	531	30	561	24	100.00
5	5/1/2024 5:00	737	55	792	24	100.00
6	5/1/2024 6:00	491	33	524	24	100.00
7	5/1/2024 7:00	519	40	559	24	100.00
8	5/1/2024 8:00	632	57	689	24	100.00
9	5/1/2024 9:00	464	50	514	24	100.00
10	5/1/2024 10:00	475	44	519	24	100.00
11	5/1/2024 11:00	473	44	517	24	100.00
12	5/1/2024 12:00	519	56	575	24	100.00
13	5/1/2024 13:00	561	63	624	24	100.00
14	5/1/2024 14:00	665	64	729	24	100.00
15	5/1/2024 15:00	682	84	766	24	100.00
16	5/1/2024 16:00	613	66	679	24	100.00
17	5/1/2024 17:00	741	102	843	24	100.00
18	5/1/2024 18:00	671	57	728	24	100.00
19	5/1/2024 19:00	451	62	513	24	100.00
20	5/1/2024 20:00	382	44	426	24	100.00
21	5/1/2024 21:00	309	39	348	24	100.00
22	5/1/2024 22:00	184	15	199	24	100.00
23	5/1/2024 23:00	104	14	118	24	100.00
0	5/2/2024 0:00	70	8	78	24	100.00
1	5/2/2024 1:00	54	5	59	24	100.00
2	5/2/2024 2:00	87	8	95	24	100.00
3	5/2/2024 3:00	248	24	272	24	100.00
4	5/2/2024 4:00	496	37	533	24	100.00
5	5/2/2024 5:00	722	53	775	24	100.00
6	5/2/2024 6:00	590	38	628	24	100.00
7	5/2/2024 7:00	524	24	548	24	100.00
8	5/2/2024 8:00	608	58	666	24	100.00
9	5/2/2024 9:00	510	51	561	24	100.00
10	5/2/2024 10:00	497	54	551	24	100.00
11	5/2/2024 11:00	490	58	548	24	100.00
12	5/2/2024 12:00	562	59	621	24	100.00
13	5/2/2024 13:00	611	64	675	24	100.00
14	5/2/2024 14:00	666	71	737	24	100.00
15	5/2/2024 15:00	691	61	752	24	100.00
16	5/2/2024 16:00	647	64	711	24	100.00
17	5/2/2024 17:00	722	69	791	24	100.00
18	5/2/2024 18:00	622	69	691	24	100.00
19	5/2/2024 19:00	449	79	528	24	100.00
20	5/2/2024 20:00	395	55	450	24	100.00
21	5/2/2024 21:00	289	39	328	24	100.00
22	5/2/2024 22:00	170	25	195	24	100.00
23	5/2/2024 23:00	106	15	121	24	100.00
0	5/7/2024 0:00	51	5	56	24	100.00
1	5/7/2024 1:00	64	11	75	24	100.00
2	5/7/2024 2:00	77	5	82	24	100.00

Report Data

3	5/7/2024 3:00	217	12	229	24	100.00
4	5/7/2024 4:00	489	29	518	24	100.00
5	5/7/2024 5:00	707	50	757	24	100.00
6	5/7/2024 6:00	546	32	578	24	100.00
7	5/7/2024 7:00	460	41	501	24	100.00
8	5/7/2024 8:00	607	37	644	24	100.00
9	5/7/2024 9:00	485	48	533	24	100.00
10	5/7/2024 10:00	485	41	526	24	100.00
11	5/7/2024 11:00	438	53	491	24	100.00
12	5/7/2024 12:00	509	69	578	24	100.00
13	5/7/2024 13:00	556	84	640	24	100.00
14	5/7/2024 14:00	581	65	646	24	100.00
15	5/7/2024 15:00	609	71	680	24	100.00
16	5/7/2024 16:00	638	56	694	24	100.00
17	5/7/2024 17:00	641	61	702	24	100.00
18	5/7/2024 18:00	539	64	603	24	100.00
19	5/7/2024 19:00	419	66	485	24	100.00
20	5/7/2024 20:00	357	49	406	24	100.00
21	5/7/2024 21:00	258	33	291	24	100.00
22	5/7/2024 22:00	200	28	228	24	100.00
23	5/7/2024 23:00	112	13	125	24	100.00
0	5/8/2024 0:00	67	8	75	24	100.00
1	5/8/2024 1:00	44	3	47	24	100.00
2	5/8/2024 2:00	69	4	73	24	100.00
3	5/8/2024 3:00	248	19	267	24	100.00
4	5/8/2024 4:00	492	30	522	24	100.00
5	5/8/2024 5:00	722	57	779	24	100.00
6	5/8/2024 6:00	516	31	547	24	100.00
7	5/8/2024 7:00	499	35	534	24	100.00
8	5/8/2024 8:00	623	46	669	24	100.00
9	5/8/2024 9:00	480	47	527	24	100.00
10	5/8/2024 10:00	481	55	536	24	100.00
11	5/8/2024 11:00	476	57	533	24	100.00
12	5/8/2024 12:00	546	69	615	24	100.00
13	5/8/2024 13:00	554	74	628	24	100.00
14	5/8/2024 14:00	609	69	678	24	100.00
15	5/8/2024 15:00	650	75	725	24	100.00
16	5/8/2024 16:00	627	64	691	24	100.00
17	5/8/2024 17:00	706	64	770	24	100.00
18	5/8/2024 18:00	665	64	729	24	100.00
19	5/8/2024 19:00	457	49	506	24	100.00
20	5/8/2024 20:00	342	47	389	24	100.00
21	5/8/2024 21:00	323	28	351	24	100.00
22	5/8/2024 22:00	207	27	234	24	100.00
23	5/8/2024 23:00	111	6	117	24	100.00
0	5/9/2024 0:00	60	7	67	24	100.00
1	5/9/2024 1:00	60	6	66	24	100.00
2	5/9/2024 2:00	92	4	96	24	100.00
3	5/9/2024 3:00	233	18	251	24	100.00
4	5/9/2024 4:00	507	31	538	24	100.00
5	5/9/2024 5:00	740	32	772	24	100.00
6	5/9/2024 6:00	540	33	573	24	100.00

Report Data

7	5/9/2024 7:00	525	45	570	24	100.00
8	5/9/2024 8:00	653	38	691	24	100.00
9	5/9/2024 9:00	483	51	534	24	100.00
10	5/9/2024 10:00	455	55	510	24	100.00
11	5/9/2024 11:00	403	69	472	24	100.00
12	5/9/2024 12:00	524	59	583	24	100.00
13	5/9/2024 13:00	560	75	635	24	100.00
14	5/9/2024 14:00	639	66	705	24	100.00
15	5/9/2024 15:00	638	79	717	24	100.00
16	5/9/2024 16:00	657	67	724	24	100.00
17	5/9/2024 17:00	681	69	750	24	100.00
18	5/9/2024 18:00	654	100	754	24	100.00
19	5/9/2024 19:00	502	62	564	24	100.00
20	5/9/2024 20:00	355	41	396	24	100.00
21	5/9/2024 21:00	308	59	367	24	100.00
22	5/9/2024 22:00	227	19	246	24	100.00
23	5/9/2024 23:00	127	10	137	24	100.00
0	5/14/2024 0:00	61	9	70	24	100.00
1	5/14/2024 1:00	49	7	56	24	100.00
2	5/14/2024 2:00	60	3	63	24	100.00
3	5/14/2024 3:00	233	15	248	24	100.00
4	5/14/2024 4:00	509	27	536	24	100.00
5	5/14/2024 5:00	673	42	715	24	100.00
6	5/14/2024 6:00	559	44	603	24	100.00
7	5/14/2024 7:00	504	45	549	24	100.00
8	5/14/2024 8:00	636	56	692	24	100.00
9	5/14/2024 9:00	473	65	538	24	100.00
10	5/14/2024 10:00	464	57	521	24	100.00
11	5/14/2024 11:00	458	70	528	24	100.00
12	5/14/2024 12:00	453	49	502	24	100.00
13	5/14/2024 13:00	574	79	653	24	100.00
14	5/14/2024 14:00	619	73	692	24	100.00
15	5/14/2024 15:00	640	88	728	24	100.00
16	5/14/2024 16:00	609	69	678	24	100.00
17	5/14/2024 17:00	739	94	833	24	100.00
18	5/14/2024 18:00	561	68	629	24	100.00
19	5/14/2024 19:00	452	67	519	24	100.00
20	5/14/2024 20:00	381	37	418	24	100.00
21	5/14/2024 21:00	259	30	289	24	100.00
22	5/14/2024 22:00	190	27	217	24	100.00
23	5/14/2024 23:00	94	10	104	24	100.00
0	5/15/2024 0:00	55	6	61	24	100.00
1	5/15/2024 1:00	52	9	61	24	100.00
2	5/15/2024 2:00	83	5	88	24	100.00
3	5/15/2024 3:00	253	22	275	24	100.00
4	5/15/2024 4:00	540	31	571	24	100.00
5	5/15/2024 5:00	608	53	661	24	100.00
6	5/15/2024 6:00	514	45	559	24	100.00
7	5/15/2024 7:00	519	44	563	24	100.00
8	5/15/2024 8:00	603	54	657	24	100.00
9	5/15/2024 9:00	466	49	515	24	100.00
10	5/15/2024 10:00	491	54	545	24	100.00

Report Data

11	5/15/2024 11:00	445	48	493	24	100.00
12	5/15/2024 12:00	571	86	657	24	100.00
13	5/15/2024 13:00	540	72	612	24	100.00
14	5/15/2024 14:00	652	74	726	24	100.00
15	5/15/2024 15:00	654	72	726	24	100.00
16	5/15/2024 16:00	623	69	692	24	100.00
17	5/15/2024 17:00	742	79	821	24	100.00
18	5/15/2024 18:00	606	71	677	24	100.00
19	5/15/2024 19:00	355	53	408	24	100.00
20	5/15/2024 20:00	248	36	284	24	100.00
21	5/15/2024 21:00	312	44	356	24	100.00
22	5/15/2024 22:00	191	23	214	24	100.00
23	5/15/2024 23:00	119	18	137	24	100.00
0	5/16/2024 0:00	72	10	82	24	100.00
1	5/16/2024 1:00	46	7	53	24	100.00
2	5/16/2024 2:00	74	6	80	24	100.00
3	5/16/2024 3:00	236	17	253	24	100.00
4	5/16/2024 4:00	527	37	564	24	100.00
5	5/16/2024 5:00	658	37	695	24	100.00
6	5/16/2024 6:00	525	42	567	24	100.00
7	5/16/2024 7:00	520	35	555	24	100.00
8	5/16/2024 8:00	604	44	648	24	100.00
9	5/16/2024 9:00	471	39	510	24	100.00
10	5/16/2024 10:00	459	53	512	24	100.00
11	5/16/2024 11:00	443	75	518	24	100.00
12	5/16/2024 12:00	507	68	575	24	100.00
13	5/16/2024 13:00	581	73	654	24	100.00
14	5/16/2024 14:00	656	83	739	24	100.00
15	5/16/2024 15:00	668	77	745	24	100.00
16	5/16/2024 16:00	654	67	721	24	100.00
17	5/16/2024 17:00	699	68	767	24	100.00
18	5/16/2024 18:00	573	67	640	24	100.00
19	5/16/2024 19:00	434	63	497	24	100.00
20	5/16/2024 20:00	349	44	393	24	100.00
21	5/16/2024 21:00	270	21	291	24	100.00
22	5/16/2024 22:00	198	28	226	24	100.00
23	5/16/2024 23:00	119	22	141	24	100.00
0	5/21/2024 0:00	56	9	65	24	100.00
1	5/21/2024 1:00	55	9	64	24	100.00
2	5/21/2024 2:00	58	9	67	24	100.00
3	5/21/2024 3:00	234	17	251	24	100.00
4	5/21/2024 4:00	513	33	546	24	100.00
5	5/21/2024 5:00	755	48	803	24	100.00
6	5/21/2024 6:00	536	37	573	24	100.00
7	5/21/2024 7:00	482	37	519	24	100.00
8	5/21/2024 8:00	572	59	631	24	100.00
9	5/21/2024 9:00	462	57	519	24	100.00
10	5/21/2024 10:00	472	91	563	24	100.00
11	5/21/2024 11:00	462	66	528	24	100.00
12	5/21/2024 12:00	519	61	580	24	100.00
13	5/21/2024 13:00	536	61	597	24	100.00
14	5/21/2024 14:00	627	55	682	24	100.00

Report Data

15	5/21/2024 15:00	649	74	723	24	100.00
16	5/21/2024 16:00	621	62	683	24	100.00
17	5/21/2024 17:00	704	89	793	24	100.00
18	5/21/2024 18:00	546	66	612	24	100.00
19	5/21/2024 19:00	431	66	497	24	100.00
20	5/21/2024 20:00	329	33	362	24	100.00
21	5/21/2024 21:00	254	30	284	24	100.00
22	5/21/2024 22:00	147	21	168	24	100.00
23	5/21/2024 23:00	97	9	106	24	100.00
0	5/22/2024 0:00	53	4	57	24	100.00
1	5/22/2024 1:00	53	8	61	24	100.00
2	5/22/2024 2:00	63	5	68	24	100.00
3	5/22/2024 3:00	246	22	268	24	100.00
4	5/22/2024 4:00	506	35	541	24	100.00
5	5/22/2024 5:00	735	55	790	24	100.00
6	5/22/2024 6:00	558	31	589	24	100.00
7	5/22/2024 7:00	476	45	521	24	100.00
8	5/22/2024 8:00	611	62	673	24	100.00
9	5/22/2024 9:00	451	50	501	24	100.00
10	5/22/2024 10:00	477	57	534	24	100.00
11	5/22/2024 11:00	440	56	496	24	100.00
12	5/22/2024 12:00	523	55	578	24	100.00
13	5/22/2024 13:00	564	64	628	24	100.00
14	5/22/2024 14:00	576	68	644	24	100.00
15	5/22/2024 15:00	668	69	737	24	100.00
16	5/22/2024 16:00	617	79	696	24	100.00
17	5/22/2024 17:00	683	72	755	24	100.00
18	5/22/2024 18:00	602	62	664	24	100.00
19	5/22/2024 19:00	437	54	491	24	100.00
20	5/22/2024 20:00	348	33	381	24	100.00
21	5/22/2024 21:00	300	25	325	24	100.00
22	5/22/2024 22:00	200	22	222	24	100.00
23	5/22/2024 23:00	105	13	118	24	100.00
0	5/23/2024 0:00	60	5	65	24	100.00
1	5/23/2024 1:00	55	9	64	24	100.00
2	5/23/2024 2:00	82	4	86	24	100.00
3	5/23/2024 3:00	251	21	272	24	100.00
4	5/23/2024 4:00	499	34	533	24	100.00
5	5/23/2024 5:00	716	50	766	24	100.00
6	5/23/2024 6:00	520	49	569	24	100.00
7	5/23/2024 7:00	495	44	539	24	100.00
8	5/23/2024 8:00	548	56	604	24	100.00
9	5/23/2024 9:00	458	42	500	24	100.00
10	5/23/2024 10:00	455	52	507	24	100.00
11	5/23/2024 11:00	482	62	544	24	100.00
12	5/23/2024 12:00	482	59	541	24	100.00
13	5/23/2024 13:00	561	70	631	24	100.00
14	5/23/2024 14:00	632	77	709	24	100.00
15	5/23/2024 15:00	624	76	700	24	100.00
16	5/23/2024 16:00	648	71	719	24	100.00
17	5/23/2024 17:00	677	68	745	24	100.00
18	5/23/2024 18:00	630	77	707	24	100.00

Report Data

19	5/23/2024 19:00	467	59	526	24	100.00
20	5/23/2024 20:00	354	57	411	24	100.00
21	5/23/2024 21:00	299	41	340	24	100.00
22	5/23/2024 22:00	190	19	209	24	100.00
23	5/23/2024 23:00	107	18	125	24	100.00
0	5/28/2024 0:00	77	9	86	24	100.00
1	5/28/2024 1:00	64	14	78	24	100.00
2	5/28/2024 2:00	75	9	84	24	100.00
3	5/28/2024 3:00	239	19	258	24	100.00
4	5/28/2024 4:00	533	27	560	24	100.00
5	5/28/2024 5:00	694	36	730	24	100.00
6	5/28/2024 6:00	525	30	555	24	100.00
7	5/28/2024 7:00	468	35	503	24	100.00
8	5/28/2024 8:00	618	48	666	24	100.00
9	5/28/2024 9:00	494	48	542	24	100.00
10	5/28/2024 10:00	512	57	569	24	100.00
11	5/28/2024 11:00	463	55	518	24	100.00
12	5/28/2024 12:00	531	69	600	24	100.00
13	5/28/2024 13:00	623	67	690	24	100.00
14	5/28/2024 14:00	600	73	673	24	100.00
15	5/28/2024 15:00	663	74	737	24	100.00
16	5/28/2024 16:00	629	75	704	24	100.00
17	5/28/2024 17:00	672	81	753	24	100.00
18	5/28/2024 18:00	518	71	589	24	100.00
19	5/28/2024 19:00	411	46	457	24	100.00
20	5/28/2024 20:00	343	48	391	24	100.00
21	5/28/2024 21:00	282	29	311	24	100.00
22	5/28/2024 22:00	209	35	244	24	100.00
23	5/28/2024 23:00	94	11	105	24	100.00
0	5/29/2024 0:00	65	7	72	24	100.00
1	5/29/2024 1:00	52	8	60	24	100.00
2	5/29/2024 2:00	77	6	83	24	100.00
3	5/29/2024 3:00	268	14	282	24	100.00
4	5/29/2024 4:00	539	29	568	24	100.00
5	5/29/2024 5:00	697	43	740	24	100.00
6	5/29/2024 6:00	534	34	568	24	100.00
7	5/29/2024 7:00	495	43	538	24	100.00
8	5/29/2024 8:00	633	62	695	24	100.00
9	5/29/2024 9:00	524	62	586	24	100.00
10	5/29/2024 10:00	512	56	568	24	100.00
11	5/29/2024 11:00	478	61	539	24	100.00
12	5/29/2024 12:00	559	57	616	24	100.00
13	5/29/2024 13:00	563	58	621	24	100.00
14	5/29/2024 14:00	658	77	735	24	100.00
15	5/29/2024 15:00	672	85	757	24	100.00
16	5/29/2024 16:00	663	85	748	24	100.00
17	5/29/2024 17:00	740	69	809	24	100.00
18	5/29/2024 18:00	577	69	646	24	100.00
19	5/29/2024 19:00	433	52	485	24	100.00
20	5/29/2024 20:00	362	45	407	24	100.00
21	5/29/2024 21:00	328	45	373	24	100.00
22	5/29/2024 22:00	217	21	238	24	100.00

Report Data

[illegible]

Report Data

[illegible]

Report Data

[illegible]

Report Data

7AM Average	541	AM Peak	664
8AM Average	664		
4PM Average	707	PM Peak	775
5PM Average	775		

PeMS Report Description

Report Description

Report	Aggregates>Time Series
Route Name	
Route Description	
Report link	https://pems.dot.ca.gov:443/?report_form=1&dnnode=VDS&content=lo
Report generated	09/24/2025 15:53
PeMS version	caltrans_pems-20.0.1

Report Parameters

Parameter	Value
Quantity	Flow
Data	8,064 Lane Points
Data Quality	100% Observed
Segment Type	VDS
Segment Name	On Ramp VDS 826273 - D St
start date	05/01/2024 00:00:00
end date	05/31/2024 23:59:59
Day of Week	Tu,We,Th
Granularity	hour

PeMS Report Description

[ops&tab=det_timeseries&station_id=826273&s_time_id=1714521600&s_time_id_f=05%2F01%2F20](#)

PeMS Report Description

[124+00%3A00&e_time_id=1717199940&e_time_id_f=05%2F31%2F2024+23%3A59&tod=all&tod_fror](#)

PeMS Report Description

n=0&tod_to=0&dow_2=on&dow_3=on&dow_4=on&q=flow&q2=&gn=hour&agg=on&lane1=on&lane

2=on

Report Data

Hour	Hour	Lane 1 Flow (Ve	Lane 1 Truck Pr	Lane 2 Flow (Ve	Lane 2 Truck Pr	Lane 3 Flow (Ve
0	5/1/2024 0:00	119	0.00	221	0.50	249
1	5/1/2024 1:00	95	0.00	163	0.00	196
2	5/1/2024 2:00	118	0.00	180	0.00	196
3	5/1/2024 3:00	389	0.00	305	0.00	275
4	5/1/2024 4:00	1047	0.00	788	0.10	581
5	5/1/2024 5:00	1647	0.00	1251	0.00	935
6	5/1/2024 6:00	1423	0.00	1724	0.00	1247
7	5/1/2024 7:00	1541	0.00	1501	0.10	1096
8	5/1/2024 8:00	1261	0.00	1246	0.00	962
9	5/1/2024 9:00	1273	0.00	1115	0.20	985
10	5/1/2024 10:00	1280	0.00	1162	0.00	984
11	5/1/2024 11:00	1177	0.00	1175	0.00	1012
12	5/1/2024 12:00	1122	0.00	1346	0.10	1140
13	5/1/2024 13:00	1310	0.00	1387	0.10	1153
14	5/1/2024 14:00	1358	0.00	1629	0.00	1300
15	5/1/2024 15:00	1525	0.00	1786	0.10	1402
16	5/1/2024 16:00	1496	0.00	1834	0.20	1431
17	5/1/2024 17:00	1381	0.00	1772	0.50	1417
18	5/1/2024 18:00	1262	0.00	1570	0.10	1242
19	5/1/2024 19:00	958	0.00	1148	0.20	969
20	5/1/2024 20:00	671	0.00	956	0.10	851
21	5/1/2024 21:00	557	0.00	842	0.40	693
22	5/1/2024 22:00	322	0.00	605	0.30	538
23	5/1/2024 23:00	204	0.00	395	0.00	466
0	5/2/2024 0:00	142	0.00	229	0.00	265
1	5/2/2024 1:00	115	0.00	173	0.00	222
2	5/2/2024 2:00	136	0.00	190	0.00	205
3	5/2/2024 3:00	407	0.00	314	0.00	287
4	5/2/2024 4:00	1060	0.00	745	0.00	604
5	5/2/2024 5:00	1664	0.00	1229	0.00	918
6	5/2/2024 6:00	1678	0.00	1792	0.00	1294
7	5/2/2024 7:00	1446	0.00	1470	0.00	1092
8	5/2/2024 8:00	1405	0.00	1199	0.10	1052
9	5/2/2024 9:00	1285	0.00	1212	0.00	971
10	5/2/2024 10:00	1277	0.00	1134	0.00	958
11	5/2/2024 11:00	1172	0.00	1320	0.10	1056
12	5/2/2024 12:00	1168	0.00	1290	0.00	1054
13	5/2/2024 13:00	1317	0.00	1487	0.10	1204
14	5/2/2024 14:00	1527	0.00	1669	0.10	1322
15	5/2/2024 15:00	1384	0.00	1966	0.20	1444
16	5/2/2024 16:00	1588	0.00	1884	0.20	1444
17	5/2/2024 17:00	1473	0.00	1830	0.30	1397
18	5/2/2024 18:00	1235	0.00	1595	0.10	1253
19	5/2/2024 19:00	947	0.00	1291	0.20	958
20	5/2/2024 20:00	866	0.00	990	0.20	864
21	5/2/2024 21:00	647	0.00	901	0.70	781
22	5/2/2024 22:00	401	0.00	724	0.30	670
23	5/2/2024 23:00	248	0.00	385	0.00	464
0	5/3/2024 0:00	129	0.00	283	0.00	316
1	5/3/2024 1:00	138	0.00	223	0.00	211
2	5/3/2024 2:00	134	0.00	190	0.00	243

Report Data

3	5/3/2024 3:00	389	0.00	278	0.00	312
4	5/3/2024 4:00	924	0.00	679	0.00	550
5	5/3/2024 5:00	1534	0.00	1230	0.50	915
6	5/3/2024 6:00	1567	0.00	1664	0.20	1193
7	5/3/2024 7:00	1456	0.00	1401	0.20	1027
8	5/3/2024 8:00	1383	0.00	1318	0.10	1056
9	5/3/2024 9:00	1360	0.00	1289	0.40	1024
10	5/3/2024 10:00	1270	0.00	1333	0.20	1051
11	5/3/2024 11:00	1254	0.00	1331	0.10	1109
12	5/3/2024 12:00	1369	0.00	1543	0.20	1207
13	5/3/2024 13:00	1434	0.00	1606	0.30	1193
14	5/3/2024 14:00	1563	0.00	1740	0.10	1327
15	5/3/2024 15:00	1527	0.00	1868	0.40	1451
16	5/3/2024 16:00	1520	0.00	1852	0.10	1413
17	5/3/2024 17:00	1510	0.00	1732	0.10	1366
18	5/3/2024 18:00	1434	0.00	1545	0.10	1290
19	5/3/2024 19:00	1079	0.00	1334	0.10	1100
20	5/3/2024 20:00	896	0.00	1070	0.30	925
21	5/3/2024 21:00	867	0.00	1073	0.40	877
22	5/3/2024 22:00	586	0.00	851	0.70	752
23	5/3/2024 23:00	364	0.00	626	0.00	579
0	5/7/2024 0:00	127	0.00	231	0.00	289
1	5/7/2024 1:00	105	0.00	122	0.00	158
2	5/7/2024 2:00	143	0.00	173	0.00	210
3	5/7/2024 3:00	453	0.00	291	0.00	300
4	5/7/2024 4:00	1062	0.00	792	0.00	633
5	5/7/2024 5:00	1704	0.00	1231	0.10	922
6	5/7/2024 6:00	1602	0.00	1771	0.00	1236
7	5/7/2024 7:00	1525	0.00	1372	0.00	1023
8	5/7/2024 8:00	1235	0.00	1245	0.20	982
9	5/7/2024 9:00	1176	0.00	1155	0.20	899
10	5/7/2024 10:00	1155	0.00	1140	0.00	930
11	5/7/2024 11:00	974	0.00	1085	0.00	959
12	5/7/2024 12:00	1159	0.00	1186	0.00	976
13	5/7/2024 13:00	1342	0.00	1300	0.00	1089
14	5/7/2024 14:00	1327	0.00	1562	0.10	1253
15	5/7/2024 15:00	1470	0.00	1909	0.00	1449
16	5/7/2024 16:00	1460	0.00	1857	0.20	1452
17	5/7/2024 17:00	1523	0.00	1795	0.30	1402
18	5/7/2024 18:00	1135	0.00	1559	0.00	1231
19	5/7/2024 19:00	837	0.00	1115	0.00	926
20	5/7/2024 20:00	730	0.00	865	0.20	745
21	5/7/2024 21:00	553	0.00	769	0.40	713
22	5/7/2024 22:00	377	0.00	521	0.00	502
23	5/7/2024 23:00	192	0.00	413	0.00	424
0	5/8/2024 0:00	136	0.00	244	0.00	292
1	5/8/2024 1:00	111	0.00	206	0.00	214
2	5/8/2024 2:00	133	0.00	171	0.00	207
3	5/8/2024 3:00	476	0.00	307	0.00	282
4	5/8/2024 4:00	1025	0.00	833	0.00	614
5	5/8/2024 5:00	1802	0.00	1307	0.10	950
6	5/8/2024 6:00	1370	0.00	1754	0.10	1251

Report Data

7	5/8/2024 7:00	1450	0.00	1489	0.30	1100
8	5/8/2024 8:00	1380	0.00	1228	0.10	1039
9	5/8/2024 9:00	1277	0.00	1184	0.10	951
10	5/8/2024 10:00	1223	0.00	1144	0.50	958
11	5/8/2024 11:00	1120	0.00	1226	0.20	1039
12	5/8/2024 12:00	1130	0.00	1342	0.00	1120
13	5/8/2024 13:00	1229	0.00	1437	0.10	1156
14	5/8/2024 14:00	1376	0.00	1713	0.00	1293
15	5/8/2024 15:00	1452	0.00	1835	0.00	1372
16	5/8/2024 16:00	1539	0.00	1895	0.20	1456
17	5/8/2024 17:00	1398	0.00	1800	0.10	1386
18	5/8/2024 18:00	1221	0.00	1524	0.00	1187
19	5/8/2024 19:00	903	0.00	1083	0.00	922
20	5/8/2024 20:00	713	0.00	990	0.20	815
21	5/8/2024 21:00	521	0.00	804	0.20	726
22	5/8/2024 22:00	383	0.00	603	0.00	541
23	5/8/2024 23:00	220	0.00	409	0.00	463
0	5/9/2024 0:00	139	0.00	280	0.40	297
1	5/9/2024 1:00	104	0.00	224	0.00	241
2	5/9/2024 2:00	135	0.00	188	0.00	214
3	5/9/2024 3:00	461	0.00	335	0.00	299
4	5/9/2024 4:00	1027	0.00	823	0.00	635
5	5/9/2024 5:00	1645	0.00	1262	0.00	957
6	5/9/2024 6:00	1506	0.00	1742	0.00	1254
7	5/9/2024 7:00	1457	0.00	1484	0.30	1117
8	5/9/2024 8:00	1194	0.00	1217	0.00	999
9	5/9/2024 9:00	1186	0.00	1262	0.30	1092
10	5/9/2024 10:00	1188	0.00	1177	0.30	1039
11	5/9/2024 11:00	1099	0.00	1266	0.00	1059
12	5/9/2024 12:00	1211	0.00	1303	0.00	1068
13	5/9/2024 13:00	1253	0.00	1609	0.10	1243
14	5/9/2024 14:00	1379	0.00	1669	0.20	1287
15	5/9/2024 15:00	1515	0.00	1952	0.20	1461
16	5/9/2024 16:00	1488	0.00	1868	0.40	1474
17	5/9/2024 17:00	1453	0.00	1772	0.30	1400
18	5/9/2024 18:00	1225	0.00	1600	0.60	1244
19	5/9/2024 19:00	994	0.00	1247	0.40	1074
20	5/9/2024 20:00	897	0.00	1040	0.50	879
21	5/9/2024 21:00	693	0.00	853	0.10	721
22	5/9/2024 22:00	465	0.00	688	0.10	649
23	5/9/2024 23:00	232	0.00	575	0.00	537
0	5/10/2024 0:00	135	0.00	311	0.00	332
1	5/10/2024 1:00	123	0.00	218	0.00	242
2	5/10/2024 2:00	123	0.00	214	0.00	233
3	5/10/2024 3:00	415	0.00	295	0.00	314
4	5/10/2024 4:00	953	0.00	752	0.00	579
5	5/10/2024 5:00	1498	0.00	1216	0.10	943
6	5/10/2024 6:00	1664	0.00	1808	0.20	1278
7	5/10/2024 7:00	1541	0.00	1460	0.00	1120
8	5/10/2024 8:00	1401	0.00	1313	0.00	1082
9	5/10/2024 9:00	1374	0.00	1160	0.00	1024
10	5/10/2024 10:00	1282	0.00	1318	0.50	1078

Report Data

11	5/10/2024 11:00	1201	0.00	1455	0.00	1180
12	5/10/2024 12:00	1336	0.00	1520	0.10	1239
13	5/10/2024 13:00	1317	0.00	1715	0.20	1314
14	5/10/2024 14:00	1561	0.00	1905	0.30	1379
15	5/10/2024 15:00	1437	0.00	1726	9.60	1421
16	5/10/2024 16:00	1436	0.00	1508	21.80	1372
17	5/10/2024 17:00	1328	0.00	1795	0.30	1450
18	5/10/2024 18:00	1377	0.00	1589	0.00	1289
19	5/10/2024 19:00	1158	0.00	1397	0.60	1127
20	5/10/2024 20:00	992	0.00	1184	0.30	928
21	5/10/2024 21:00	887	0.00	1041	0.00	859
22	5/10/2024 22:00	640	0.00	921	0.00	787
23	5/10/2024 23:00	383	0.00	692	0.10	647
0	5/14/2024 0:00	135	0.00	225	0.00	280
1	5/14/2024 1:00	114	0.00	145	0.00	192
2	5/14/2024 2:00	142	0.00	158	0.00	187
3	5/14/2024 3:00	428	0.00	296	0.00	297
4	5/14/2024 4:00	1073	0.00	781	0.00	629
5	5/14/2024 5:00	1677	0.00	1286	0.00	966
6	5/14/2024 6:00	1392	0.00	1735	0.00	1296
7	5/14/2024 7:00	1487	0.00	1414	0.00	1098
8	5/14/2024 8:00	1271	0.00	1256	0.20	1009
9	5/14/2024 9:00	1224	0.00	1173	0.00	947
10	5/14/2024 10:00	1203	0.00	1040	0.20	948
11	5/14/2024 11:00	1117	0.00	1198	0.00	1060
12	5/14/2024 12:00	1134	0.00	1286	0.20	1046
13	5/14/2024 13:00	1228	0.00	1459	0.10	1159
14	5/14/2024 14:00	1379	0.00	1640	0.10	1255
15	5/14/2024 15:00	1435	0.00	1763	0.10	1334
16	5/14/2024 16:00	1366	0.00	1951	1.00	1550
17	5/14/2024 17:00	1491	0.00	1835	0.40	1447
18	5/14/2024 18:00	1149	0.00	1569	0.30	1240
19	5/14/2024 19:00	887	0.00	1199	0.30	957
20	5/14/2024 20:00	689	0.00	957	0.50	800
21	5/14/2024 21:00	572	0.00	767	0.40	678
22	5/14/2024 22:00	378	0.00	567	0.00	554
23	5/14/2024 23:00	206	0.00	444	0.20	437
0	5/15/2024 0:00	141	0.00	234	0.00	308
1	5/15/2024 1:00	114	0.00	172	0.00	210
2	5/15/2024 2:00	144	0.00	159	0.00	179
3	5/15/2024 3:00	440	0.00	309	0.00	300
4	5/15/2024 4:00	1126	0.00	821	0.00	609
5	5/15/2024 5:00	1715	0.00	1255	0.10	931
6	5/15/2024 6:00	1416	0.00	1800	0.10	1293
7	5/15/2024 7:00	1436	0.00	1479	0.00	1123
8	5/15/2024 8:00	1318	0.00	1364	0.20	1010
9	5/15/2024 9:00	1159	0.00	1122	0.00	991
10	5/15/2024 10:00	1101	0.00	1088	0.00	952
11	5/15/2024 11:00	1023	0.00	1261	0.20	1030
12	5/15/2024 12:00	1215	0.00	1381	0.20	1142
13	5/15/2024 13:00	1274	0.00	1535	0.10	1227
14	5/15/2024 14:00	1551	0.00	1649	0.10	1274

Report Data

15	5/15/2024 15:00	1531	0.00	1739	0.20	1351
16	5/15/2024 16:00	1528	0.00	1906	0.30	1533
17	5/15/2024 17:00	1457	0.00	1870	0.50	1499
18	5/15/2024 18:00	1214	0.00	1619	0.10	1292
19	5/15/2024 19:00	931	0.00	1165	0.00	945
20	5/15/2024 20:00	735	0.00	971	0.00	828
21	5/15/2024 21:00	590	0.00	762	0.40	709
22	5/15/2024 22:00	371	0.00	635	0.50	587
23	5/15/2024 23:00	204	0.00	403	0.00	441
0	5/16/2024 0:00	136	0.00	280	0.00	313
1	5/16/2024 1:00	111	0.00	195	0.00	246
2	5/16/2024 2:00	141	0.00	171	0.00	211
3	5/16/2024 3:00	450	0.00	324	0.00	284
4	5/16/2024 4:00	1070	0.00	822	0.00	604
5	5/16/2024 5:00	1705	0.00	1241	0.00	964
6	5/16/2024 6:00	1572	0.00	1783	0.00	1289
7	5/16/2024 7:00	1521	0.00	1459	0.00	1107
8	5/16/2024 8:00	1354	0.00	1239	0.10	1029
9	5/16/2024 9:00	1288	0.00	1219	0.00	943
10	5/16/2024 10:00	1315	0.00	1205	0.10	1031
11	5/16/2024 11:00	1245	0.00	1270	0.00	1043
12	5/16/2024 12:00	1217	0.00	1309	0.00	1086
13	5/16/2024 13:00	1347	0.00	1568	0.00	1241
14	5/16/2024 14:00	1470	0.00	1693	0.10	1321
15	5/16/2024 15:00	1530	0.00	1918	0.30	1449
16	5/16/2024 16:00	1497	0.00	1920	0.30	1530
17	5/16/2024 17:00	1477	0.00	1771	0.50	1446
18	5/16/2024 18:00	1302	0.00	1662	0.20	1255
19	5/16/2024 19:00	994	0.00	1258	0.10	1020
20	5/16/2024 20:00	813	0.00	1091	0.10	917
21	5/16/2024 21:00	638	0.00	861	0.00	730
22	5/16/2024 22:00	409	0.00	689	0.00	649
23	5/16/2024 23:00	230	0.00	535	0.00	487
0	5/17/2024 0:00	160	0.00	290	0.00	344
1	5/17/2024 1:00	110	0.00	217	0.00	236
2	5/17/2024 2:00	141	0.00	211	0.00	245
3	5/17/2024 3:00	404	0.00	313	0.00	297
4	5/17/2024 4:00	1000	0.00	723	0.00	561
5	5/17/2024 5:00	1510	0.00	1267	0.00	930
6	5/17/2024 6:00	1665	0.00	1788	0.10	1217
7	5/17/2024 7:00	1504	0.00	1512	0.00	1097
8	5/17/2024 8:00	1487	0.00	1347	0.00	1028
9	5/17/2024 9:00	1415	0.00	1293	0.00	1050
10	5/17/2024 10:00	1399	0.00	1327	0.00	1102
11	5/17/2024 11:00	1357	0.00	1401	0.10	1129
12	5/17/2024 12:00	1258	0.00	1467	1.00	1172
13	5/17/2024 13:00	1354	0.00	1665	0.50	1357
14	5/17/2024 14:00	1535	0.00	1821	0.70	1459
15	5/17/2024 15:00	1519	0.00	1905	0.40	1462
16	5/17/2024 16:00	1594	0.00	1866	0.20	1484
17	5/17/2024 17:00	1500	0.00	1822	0.30	1464
18	5/17/2024 18:00	1442	0.00	1580	0.10	1278

Report Data

19	5/17/2024 19:00	1085	0.00	1438	0.30	1192
20	5/17/2024 20:00	1042	0.00	1246	0.10	998
21	5/17/2024 21:00	843	0.00	993	0.10	871
22	5/17/2024 22:00	596	0.00	937	0.20	791
23	5/17/2024 23:00	389	0.00	717	0.00	691
0	5/21/2024 0:00	119	0.00	339	0.00	338
1	5/21/2024 1:00	104	0.00	218	0.00	223
2	5/21/2024 2:00	126	0.00	220	0.00	248
3	5/21/2024 3:00	425	0.00	310	0.00	274
4	5/21/2024 4:00	1016	0.00	823	0.00	617
5	5/21/2024 5:00	1868	0.00	1276	0.10	951
6	5/21/2024 6:00	1621	0.00	1823	0.10	1257
7	5/21/2024 7:00	1553	0.00	1445	0.00	1024
8	5/21/2024 8:00	1372	0.00	1264	0.10	987
9	5/21/2024 9:00	1211	0.00	943	0.00	865
10	5/21/2024 10:00	1260	0.00	1003	20.00	1043
11	5/21/2024 11:00	1252	0.00	1124	0.00	985
12	5/21/2024 12:00	1147	0.00	1334	0.00	1103
13	5/21/2024 13:00	1192	0.00	1514	0.10	1171
14	5/21/2024 14:00	1350	0.00	1679	0.00	1283
15	5/21/2024 15:00	1452	0.00	1745	0.00	1397
16	5/21/2024 16:00	1404	0.00	1888	0.20	1502
17	5/21/2024 17:00	1420	0.00	1768	0.50	1441
18	5/21/2024 18:00	1195	0.00	1555	0.10	1242
19	5/21/2024 19:00	893	0.00	1102	0.00	921
20	5/21/2024 20:00	604	0.00	934	0.00	826
21	5/21/2024 21:00	560	0.00	759	0.00	670
22	5/21/2024 22:00	376	0.00	573	0.30	552
23	5/21/2024 23:00	191	0.00	442	0.00	430
0	5/22/2024 0:00	129	0.00	252	0.00	299
1	5/22/2024 1:00	92	0.00	161	0.00	237
2	5/22/2024 2:00	146	0.00	160	0.00	208
3	5/22/2024 3:00	429	0.00	291	0.00	279
4	5/22/2024 4:00	1067	0.00	806	0.00	638
5	5/22/2024 5:00	1696	0.00	1319	0.00	963
6	5/22/2024 6:00	1488	0.00	1727	0.00	1264
7	5/22/2024 7:00	1483	0.00	1449	0.00	1083
8	5/22/2024 8:00	1377	0.00	1291	0.30	1053
9	5/22/2024 9:00	1260	0.00	1208	0.00	1012
10	5/22/2024 10:00	1186	0.00	1148	0.00	928
11	5/22/2024 11:00	1131	0.00	1271	0.20	1054
12	5/22/2024 12:00	1224	0.00	1390	0.10	1132
13	5/22/2024 13:00	1305	0.00	1478	0.00	1172
14	5/22/2024 14:00	1464	0.00	1688	0.10	1258
15	5/22/2024 15:00	1551	0.00	1855	0.20	1446
16	5/22/2024 16:00	1503	0.00	1842	0.80	1527
17	5/22/2024 17:00	1473	0.00	1849	0.30	1460
18	5/22/2024 18:00	1171	0.00	1535	0.00	1198
19	5/22/2024 19:00	935	0.00	1108	0.00	904
20	5/22/2024 20:00	713	0.00	986	0.10	816
21	5/22/2024 21:00	611	0.00	826	0.20	714
22	5/22/2024 22:00	392	0.00	583	0.20	565

Report Data

23	5/22/2024 23:00	213	0.00	458	0.00	465
0	5/23/2024 0:00	135	0.00	277	0.00	341
1	5/23/2024 1:00	90	0.00	214	0.00	243
2	5/23/2024 2:00	127	0.00	172	0.00	200
3	5/23/2024 3:00	426	0.00	306	0.00	279
4	5/23/2024 4:00	989	0.00	766	0.00	623
5	5/23/2024 5:00	1673	0.00	1197	0.00	949
6	5/23/2024 6:00	1516	0.00	1696	0.00	1309
7	5/23/2024 7:00	1416	0.00	1449	0.10	1080
8	5/23/2024 8:00	1381	0.00	1229	0.10	1046
9	5/23/2024 9:00	1260	0.00	1170	0.00	969
10	5/23/2024 10:00	1148	0.00	1142	0.10	942
11	5/23/2024 11:00	1029	0.00	1301	0.50	1075
12	5/23/2024 12:00	1149	0.00	1345	0.60	1094
13	5/23/2024 13:00	1336	0.00	1543	0.50	1205
14	5/23/2024 14:00	1491	0.00	1867	0.20	1373
15	5/23/2024 15:00	1472	0.00	1881	0.90	1524
16	5/23/2024 16:00	1508	0.00	1946	0.20	1512
17	5/23/2024 17:00	1547	0.00	1809	0.20	1429
18	5/23/2024 18:00	1256	0.00	1600	0.20	1255
19	5/23/2024 19:00	943	0.00	1288	0.00	987
20	5/23/2024 20:00	911	0.00	1109	0.00	887
21	5/23/2024 21:00	715	0.00	888	0.00	765
22	5/23/2024 22:00	476	0.00	682	0.00	637
23	5/23/2024 23:00	265	0.00	508	0.00	530
0	5/24/2024 0:00	154	0.00	294	0.00	351
1	5/24/2024 1:00	114	0.00	242	0.00	281
2	5/24/2024 2:00	142	0.00	179	0.00	239
3	5/24/2024 3:00	377	0.00	282	0.00	296
4	5/24/2024 4:00	928	0.00	727	0.00	596
5	5/24/2024 5:00	1526	0.00	1181	0.00	869
6	5/24/2024 6:00	1579	0.00	1732	0.20	1217
7	5/24/2024 7:00	1585	0.00	1468	0.10	1012
8	5/24/2024 8:00	1470	0.00	1290	0.00	1032
9	5/24/2024 9:00	1360	0.00	1293	0.00	986
10	5/24/2024 10:00	1377	0.00	1332	0.10	1057
11	5/24/2024 11:00	1373	0.00	1490	0.70	1154
12	5/24/2024 12:00	1419	0.00	1558	0.10	1122
13	5/24/2024 13:00	1497	0.00	1578	0.40	1231
14	5/24/2024 14:00	1573	0.00	1793	0.40	1393
15	5/24/2024 15:00	1610	0.00	1920	0.40	1492
16	5/24/2024 16:00	1578	0.00	1865	0.60	1450
17	5/24/2024 17:00	1514	0.00	1694	0.10	1382
18	5/24/2024 18:00	1356	0.00	1665	0.40	1321
19	5/24/2024 19:00	1144	0.00	1385	0.00	1139
20	5/24/2024 20:00	1002	0.00	1084	0.10	937
21	5/24/2024 21:00	730	0.00	1066	0.40	877
22	5/24/2024 22:00	609	0.00	882	0.20	729
23	5/24/2024 23:00	349	0.00	592	0.00	594
0	5/28/2024 0:00	153	0.00	239	0.00	278
1	5/28/2024 1:00	105	0.00	152	0.00	205
2	5/28/2024 2:00	164	0.00	147	0.00	175

Report Data

3	5/28/2024 3:00	453	0.00	328	0.00	325
4	5/28/2024 4:00	1043	0.00	827	0.00	645
5	5/28/2024 5:00	1740	0.00	1281	0.00	956
6	5/28/2024 6:00	1365	0.00	1756	0.00	1188
7	5/28/2024 7:00	1469	0.00	1417	0.00	1041
8	5/28/2024 8:00	1375	0.00	1280	0.00	991
9	5/28/2024 9:00	1317	0.00	1146	0.00	978
10	5/28/2024 10:00	1281	0.00	1189	0.00	977
11	5/28/2024 11:00	1220	0.00	1257	0.00	1051
12	5/28/2024 12:00	1239	0.00	1343	0.00	1094
13	5/28/2024 13:00	1295	0.00	1452	0.00	1167
14	5/28/2024 14:00	1404	0.00	1653	0.00	1282
15	5/28/2024 15:00	1438	0.00	1779	0.00	1402
16	5/28/2024 16:00	1405	0.00	1892	0.40	1468
17	5/28/2024 17:00	1444	0.00	1759	0.10	1420
18	5/28/2024 18:00	1204	0.00	1524	0.00	1176
19	5/28/2024 19:00	851	0.00	1154	0.00	961
20	5/28/2024 20:00	693	0.00	879	0.10	800
21	5/28/2024 21:00	569	0.00	791	0.10	680
22	5/28/2024 22:00	387	0.00	611	0.20	561
23	5/28/2024 23:00	248	0.00	409	0.00	432
0	5/29/2024 0:00	141	0.00	263	0.00	278
1	5/29/2024 1:00	113	0.00	184	0.00	216
2	5/29/2024 2:00	120	0.00	188	0.00	215
3	5/29/2024 3:00	440	0.00	310	0.00	270
4	5/29/2024 4:00	1068	0.00	776	0.00	628
5	5/29/2024 5:00	1750	0.00	1301	0.00	945
6	5/29/2024 6:00	1502	0.00	1728	0.00	1315
7	5/29/2024 7:00	1527	0.00	1431	0.00	1057
8	5/29/2024 8:00	1439	0.00	1285	0.00	994
9	5/29/2024 9:00	1374	0.00	1130	0.00	948
10	5/29/2024 10:00	1241	0.00	1088	0.20	989
11	5/29/2024 11:00	1150	0.00	1269	0.00	1083
12	5/29/2024 12:00	1194	0.00	1372	0.10	1090
13	5/29/2024 13:00	1270	0.00	1368	0.00	1151
14	5/29/2024 14:00	1395	0.00	1658	0.00	1301
15	5/29/2024 15:00	1494	0.00	1848	0.00	1432
16	5/29/2024 16:00	1477	0.00	1908	0.30	1481
17	5/29/2024 17:00	1470	0.00	1903	0.20	1391
18	5/29/2024 18:00	1223	0.00	1580	0.30	1260
19	5/29/2024 19:00	889	0.00	1180	0.00	927
20	5/29/2024 20:00	689	0.00	969	0.10	839
21	5/29/2024 21:00	622	0.00	799	0.00	714
22	5/29/2024 22:00	412	0.00	575	0.00	569
23	5/29/2024 23:00	199	0.00	414	0.00	438
0	5/30/2024 0:00	138	0.00	285	0.00	342
1	5/30/2024 1:00	110	0.00	189	0.00	247
2	5/30/2024 2:00	108	0.00	190	0.00	217
3	5/30/2024 3:00	423	0.00	322	0.00	305
4	5/30/2024 4:00	1004	0.00	767	0.00	609
5	5/30/2024 5:00	1772	0.00	1270	0.00	1000
6	5/30/2024 6:00	1595	0.00	1724	0.00	1266

Report Data

7	5/30/2024 7:00	1557	0.00	1480	0.10	1090
8	5/30/2024 8:00	1504	0.00	1260	0.00	1048
9	5/30/2024 9:00	1308	0.00	1213	0.20	1021
10	5/30/2024 10:00	1207	0.00	1130	0.20	1012
11	5/30/2024 11:00	1171	0.00	1270	0.20	1054
12	5/30/2024 12:00	1333	0.00	1349	0.00	1129
13	5/30/2024 13:00	1209	0.00	1603	0.10	1242
14	5/30/2024 14:00	1335	0.00	1645	0.00	1318
15	5/30/2024 15:00	1500	0.00	1858	0.10	1429
16	5/30/2024 16:00	1475	0.00	1939	0.70	1552
17	5/30/2024 17:00	1332	0.00	1772	0.20	1412
18	5/30/2024 18:00	1137	0.00	1552	0.10	1225
19	5/30/2024 19:00	993	0.00	1297	0.00	1036
20	5/30/2024 20:00	819	0.00	997	0.00	849
21	5/30/2024 21:00	711	0.00	819	0.00	734
22	5/30/2024 22:00	479	0.00	622	0.00	584
23	5/30/2024 23:00	274	0.00	470	0.00	449
0	5/31/2024 0:00	153	0.00	295	0.00	318
1	5/31/2024 1:00	109	0.00	187	0.00	241
2	5/31/2024 2:00	146	0.00	197	0.00	214
3	5/31/2024 3:00	421	0.00	302	0.00	294
4	5/31/2024 4:00	985	0.00	709	0.00	572
5	5/31/2024 5:00	1550	0.00	1184	0.00	906
6	5/31/2024 6:00	1646	0.00	1683	0.10	1184
7	5/31/2024 7:00	1572	0.00	1562	0.00	1092
8	5/31/2024 8:00	1408	0.00	1390	0.00	1071
9	5/31/2024 9:00	1394	0.00	1223	0.10	966
10	5/31/2024 10:00	1335	0.00	1290	10.90	1059
11	5/31/2024 11:00	1212	0.00	1382	0.00	1133
12	5/31/2024 12:00	1212	0.00	1510	0.30	1188
13	5/31/2024 13:00	1329	0.00	1584	0.10	1255
14	5/31/2024 14:00	1580	0.00	1701	0.10	1377
15	5/31/2024 15:00	1465	0.00	1684	15.60	1424
16	5/31/2024 16:00	1600	0.00	1623	14.00	1373
17	5/31/2024 17:00	1493	0.00	1822	0.30	1477
18	5/31/2024 18:00	1423	0.00	1511	3.70	1229
19	5/31/2024 19:00	1155	0.00	1218	0.00	1006
20	5/31/2024 20:00	1065	0.00	1143	0.30	917
21	5/31/2024 21:00	898	0.00	986	0.30	789
22	5/31/2024 22:00	572	0.00	698	0.40	703
23	5/31/2024 23:00	394	0.00	573	0.20	518

Report Data

Lane 3 Truck Pr Flow (Veh/Hour)	Truck Prop (%)	# Lane Points	% Observed	
1.20	589	0.70	36	100.00
0.50	454	0.20	36	100.00
2.00	494	0.80	36	100.00
0.70	969	0.20	36	100.00
0.70	2416	0.20	36	100.00
1.30	3833	0.30	36	100.00
0.10	4394	0.00	36	100.00
0.80	4138	0.20	36	100.00
1.80	3469	0.50	36	100.00
2.30	3373	0.70	36	100.00
1.70	3426	0.50	36	100.00
2.20	3364	0.70	36	100.00
1.90	3608	0.60	36	100.00
1.60	3850	0.50	36	100.00
1.20	4287	0.40	36	100.00
1.40	4713	0.50	36	100.00
1.40	4761	0.50	36	100.00
1.60	4570	0.70	36	100.00
1.10	4074	0.40	36	100.00
1.00	3075	0.40	36	100.00
1.80	2478	0.60	36	100.00
2.30	2092	0.90	36	100.00
2.00	1465	0.90	36	100.00
1.10	1065	0.50	36	100.00
0.00	636	0.00	36	100.00
0.50	510	0.20	36	100.00
0.00	531	0.00	36	100.00
1.70	1008	0.50	36	100.00
0.70	2409	0.20	36	100.00
0.30	3811	0.10	36	100.00
0.20	4764	0.10	36	100.00
1.50	4008	0.40	36	100.00
2.20	3656	0.70	36	100.00
2.20	3468	0.60	36	100.00
1.80	3369	0.50	36	100.00
1.30	3548	0.40	36	100.00
1.50	3512	0.50	36	100.00
1.70	4008	0.50	36	100.00
1.20	4518	0.40	36	100.00
1.30	4794	0.50	36	100.00
1.20	4916	0.40	36	100.00
1.80	4700	0.60	36	100.00
1.40	4083	0.50	36	100.00
1.30	3196	0.40	36	100.00
2.10	2720	0.70	36	100.00
2.40	2329	1.10	36	100.00
1.60	1795	0.70	36	100.00
1.50	1097	0.60	36	100.00
0.60	728	0.30	36	100.00
0.90	572	0.30	36	100.00
0.80	567	0.40	36	100.00

Report Data

0.60	979	0.20	36	100.00
0.70	2153	0.20	36	100.00
1.40	3679	0.50	36	100.00
1.70	4424	0.50	36	100.00
1.80	3884	0.50	36	100.00
1.70	3757	0.50	36	100.00
2.20	3673	0.80	36	100.00
2.10	3654	0.70	36	100.00
2.50	3694	0.80	36	100.00
2.30	4119	0.80	36	100.00
2.30	4233	0.80	36	100.00
1.10	4630	0.30	36	100.00
1.20	4846	0.50	36	100.00
1.30	4785	0.40	36	100.00
0.80	4608	0.30	36	100.00
1.20	4269	0.40	36	100.00
1.30	3513	0.50	36	100.00
1.40	2891	0.60	36	100.00
2.40	2817	0.90	36	100.00
2.30	2189	1.10	36	100.00
0.90	1569	0.30	36	100.00
0.30	647	0.20	36	100.00
0.00	385	0.00	36	100.00
1.40	526	0.60	36	100.00
0.30	1044	0.10	36	100.00
1.10	2487	0.30	36	100.00
0.70	3857	0.20	36	100.00
0.60	4609	0.20	36	100.00
1.40	3920	0.40	36	100.00
1.90	3462	0.60	36	100.00
2.20	3230	0.70	36	100.00
1.90	3225	0.60	36	100.00
1.80	3018	0.60	36	100.00
1.70	3321	0.50	36	100.00
0.30	3731	0.10	36	100.00
1.40	4142	0.50	36	100.00
1.20	4828	0.40	36	100.00
1.20	4769	0.40	36	100.00
1.40	4720	0.50	36	100.00
1.50	3925	0.50	36	100.00
0.50	2878	0.20	36	100.00
1.60	2340	0.60	36	100.00
2.20	2035	0.90	36	100.00
1.60	1400	0.60	36	100.00
0.70	1029	0.30	36	100.00
0.00	672	0.00	36	100.00
1.40	531	0.60	36	100.00
0.00	511	0.00	36	100.00
0.40	1065	0.10	36	100.00
1.60	2472	0.40	36	100.00
1.20	4059	0.30	36	100.00
0.40	4375	0.10	36	100.00

Report Data

1.80	4039	0.60	36	100.00
1.50	3647	0.50	36	100.00
2.30	3412	0.70	36	100.00
2.30	3325	0.80	36	100.00
2.30	3385	0.80	36	100.00
2.00	3592	0.60	36	100.00
2.00	3822	0.60	36	100.00
1.20	4382	0.30	36	100.00
1.30	4659	0.40	36	100.00
1.30	4890	0.40	36	100.00
1.50	4584	0.50	36	100.00
1.10	3932	0.30	36	100.00
0.70	2908	0.20	36	100.00
1.70	2518	0.60	36	100.00
2.10	2051	0.80	36	100.00
1.50	1527	0.50	36	100.00
1.10	1092	0.50	36	100.00
0.70	716	0.40	36	100.00
1.70	569	0.70	36	100.00
0.00	537	0.00	36	100.00
0.30	1095	0.10	36	100.00
0.90	2485	0.20	36	100.00
0.40	3864	0.10	36	100.00
0.20	4502	0.10	36	100.00
2.30	4058	0.80	36	100.00
0.10	3410	0.00	36	100.00
1.60	3540	0.60	36	100.00
1.90	3404	0.70	36	100.00
1.60	3424	0.50	36	100.00
1.30	3582	0.40	36	100.00
1.80	4105	0.60	36	100.00
1.60	4335	0.60	36	100.00
1.60	4928	0.50	36	100.00
2.20	4830	0.80	36	100.00
1.70	4625	0.60	36	100.00
2.30	4069	0.90	36	100.00
1.60	3315	0.70	36	100.00
2.50	2816	1.00	36	100.00
2.20	2267	0.70	36	100.00
1.40	1802	0.60	36	100.00
1.10	1344	0.40	36	100.00
0.90	778	0.40	36	100.00
0.40	583	0.20	36	100.00
0.40	570	0.20	36	100.00
0.60	1024	0.20	36	100.00
0.30	2284	0.10	36	100.00
1.10	3657	0.30	36	100.00
1.60	4750	0.50	36	100.00
1.30	4121	0.30	36	100.00
1.80	3796	0.50	36	100.00
1.40	3558	0.40	36	100.00
2.40	3678	0.90	36	100.00

Report Data

1.90	3836	0.60	36	100.00
1.50	4095	0.50	36	100.00
1.80	4346	0.60	36	100.00
1.60	4845	0.60	36	100.00
11.20	4584	7.10	36	100.00
18.80	4316	13.60	36	100.00
1.70	4573	0.70	36	100.00
1.20	4255	0.40	36	100.00
1.50	3682	0.70	36	100.00
1.20	3104	0.50	36	100.00
1.30	2787	0.40	36	100.00
1.10	2348	0.40	36	100.00
0.90	1722	0.40	36	100.00
0.40	640	0.20	36	100.00
0.50	451	0.20	36	100.00
1.10	487	0.40	36	100.00
0.30	1021	0.10	36	100.00
0.80	2483	0.20	36	100.00
0.70	3929	0.20	36	100.00
0.00	4423	0.00	36	100.00
1.30	3999	0.40	36	100.00
1.70	3536	0.50	36	100.00
2.10	3344	0.60	36	100.00
2.50	3191	0.80	36	100.00
2.20	3375	0.70	36	100.00
2.40	3466	0.80	36	100.00
1.80	3846	0.60	36	100.00
1.50	4274	0.50	36	100.00
1.10	4532	0.40	36	100.00
2.20	4867	1.10	36	100.00
1.90	4773	0.70	36	100.00
1.50	3958	0.60	36	100.00
1.50	3043	0.60	36	100.00
2.80	2446	1.10	36	100.00
2.90	2017	1.10	36	100.00
1.30	1499	0.50	36	100.00
1.10	1087	0.60	36	100.00
0.30	683	0.10	36	100.00
0.00	496	0.00	36	100.00
0.60	482	0.20	36	100.00
0.30	1049	0.10	36	100.00
0.80	2556	0.20	36	100.00
1.10	3901	0.30	36	100.00
0.20	4509	0.10	36	100.00
1.60	4038	0.40	36	100.00
2.50	3692	0.80	36	100.00
2.00	3272	0.60	36	100.00
2.60	3141	0.80	36	100.00
2.80	3314	1.00	36	100.00
2.50	3738	0.90	36	100.00
2.00	4036	0.60	36	100.00
0.90	4474	0.30	36	100.00

Report Data

1.00	4621	0.40	36	100.00
1.90	4967	0.70	36	100.00
1.90	4826	0.80	36	100.00
1.20	4125	0.40	36	100.00
1.20	3041	0.40	36	100.00
1.20	2534	0.40	36	100.00
2.30	2061	0.90	36	100.00
2.70	1593	1.20	36	100.00
1.40	1048	0.60	36	100.00
1.00	729	0.40	36	100.00
0.00	552	0.00	36	100.00
0.00	523	0.00	36	100.00
0.00	1058	0.00	36	100.00
1.00	2496	0.20	36	100.00
0.70	3910	0.20	36	100.00
0.40	4644	0.10	36	100.00
0.40	4087	0.10	36	100.00
1.60	3622	0.50	36	100.00
1.70	3450	0.50	36	100.00
1.70	3551	0.50	36	100.00
1.90	3558	0.60	36	100.00
1.60	3612	0.50	36	100.00
1.80	4156	0.50	36	100.00
1.40	4484	0.40	36	100.00
1.80	4897	0.70	36	100.00
1.80	4947	0.70	36	100.00
1.80	4694	0.70	36	100.00
1.90	4219	0.70	36	100.00
1.70	3272	0.60	36	100.00
1.20	2821	0.40	36	100.00
1.40	2229	0.40	36	100.00
1.10	1747	0.40	36	100.00
1.60	1252	0.60	36	100.00
1.20	794	0.50	36	100.00
0.00	563	0.00	36	100.00
0.40	597	0.20	36	100.00
0.30	1014	0.10	36	100.00
0.90	2284	0.20	36	100.00
1.40	3707	0.40	36	100.00
1.10	4670	0.30	36	100.00
0.60	4113	0.20	36	100.00
1.60	3862	0.40	36	100.00
1.50	3758	0.40	36	100.00
1.80	3828	0.50	36	100.00
2.30	3887	0.70	36	100.00
2.80	3897	1.20	36	100.00
2.40	4376	0.90	36	100.00
2.50	4815	1.00	36	100.00
1.40	4886	0.60	36	100.00
1.70	4944	0.60	36	100.00
1.60	4786	0.60	36	100.00
1.60	4300	0.50	36	100.00

Report Data

1.80	3715	0.70	36	100.00
1.30	3286	0.40	36	100.00
1.70	2707	0.60	36	100.00
1.90	2324	0.70	36	100.00
1.00	1797	0.40	36	100.00
1.20	796	0.50	36	100.00
0.40	545	0.20	36	100.00
0.80	594	0.30	36	100.00
1.10	1009	0.30	36	100.00
1.50	2456	0.40	36	100.00
1.20	4095	0.30	36	100.00
0.90	4701	0.30	36	100.00
1.40	4022	0.30	36	100.00
2.40	3623	0.70	36	100.00
2.20	3019	0.60	36	100.00
21.90	3306	13.00	36	100.00
1.50	3361	0.40	36	100.00
1.40	3584	0.40	36	100.00
1.60	3877	0.50	36	100.00
1.30	4312	0.40	36	100.00
0.60	4594	0.20	36	100.00
1.10	4794	0.40	36	100.00
1.80	4629	0.80	36	100.00
1.50	3992	0.50	36	100.00
0.70	2916	0.20	36	100.00
1.10	2364	0.40	36	100.00
1.30	1989	0.50	36	100.00
1.80	1501	0.80	36	100.00
1.60	1063	0.70	36	100.00
0.00	680	0.00	36	100.00
0.40	490	0.20	36	100.00
0.50	514	0.20	36	100.00
0.70	999	0.20	36	100.00
1.10	2511	0.30	36	100.00
0.60	3978	0.20	36	100.00
0.00	4479	0.00	36	100.00
0.80	4015	0.20	36	100.00
2.50	3721	0.80	36	100.00
2.40	3480	0.70	36	100.00
1.90	3262	0.60	36	100.00
2.20	3456	0.80	36	100.00
1.60	3746	0.50	36	100.00
1.30	3955	0.40	36	100.00
1.30	4410	0.40	36	100.00
1.00	4852	0.40	36	100.00
1.80	4872	0.80	36	100.00
2.00	4782	0.70	36	100.00
1.10	3904	0.30	36	100.00
0.60	2947	0.20	36	100.00
1.20	2515	0.40	36	100.00
2.20	2151	0.80	36	100.00
1.80	1540	0.70	36	100.00

Report Data

1.50	1136	0.60	36	100.00
0.60	753	0.30	36	100.00
0.40	547	0.20	36	100.00
0.50	499	0.20	36	100.00
1.10	1011	0.30	36	100.00
1.00	2378	0.30	36	100.00
0.60	3819	0.20	36	100.00
0.20	4521	0.10	36	100.00
2.20	3945	0.60	36	100.00
2.20	3656	0.70	36	100.00
1.40	3399	0.40	36	100.00
2.50	3232	0.80	36	100.00
2.30	3405	0.90	36	100.00
3.00	3588	1.10	36	100.00
2.70	4084	1.00	36	100.00
1.90	4731	0.60	36	100.00
2.40	4877	1.10	36	100.00
1.80	4966	0.60	36	100.00
1.30	4785	0.50	36	100.00
1.70	4111	0.60	36	100.00
0.60	3218	0.20	36	100.00
0.80	2907	0.20	36	100.00
1.20	2368	0.40	36	100.00
2.00	1795	0.70	36	100.00
0.90	1303	0.40	36	100.00
0.90	799	0.40	36	100.00
1.10	637	0.50	36	100.00
0.40	560	0.20	36	100.00
0.70	955	0.20	36	100.00
0.50	2251	0.10	36	100.00
0.90	3576	0.20	36	100.00
1.70	4528	0.60	36	100.00
1.00	4065	0.30	36	100.00
2.00	3792	0.60	36	100.00
2.10	3639	0.60	36	100.00
2.00	3766	0.60	36	100.00
2.50	4017	1.00	36	100.00
2.00	4099	0.60	36	100.00
1.90	4306	0.70	36	100.00
1.90	4759	0.70	36	100.00
1.20	5022	0.50	36	100.00
1.90	4893	0.80	36	100.00
1.00	4590	0.30	36	100.00
1.70	4342	0.70	36	100.00
0.40	3668	0.10	36	100.00
1.40	3023	0.50	36	100.00
2.10	2673	0.80	36	100.00
1.90	2220	0.70	36	100.00
1.90	1535	0.70	36	100.00
1.10	670	0.40	36	100.00
0.00	462	0.00	36	100.00
0.00	486	0.00	36	100.00

Report Data

0.00	1106	0.00	36	100.00
0.30	2515	0.10	36	100.00
0.90	3977	0.20	36	100.00
0.00	4309	0.00	36	100.00
1.40	3927	0.40	36	100.00
2.00	3646	0.50	36	100.00
1.80	3441	0.50	36	100.00
2.00	3447	0.60	36	100.00
1.90	3528	0.60	36	100.00
0.70	3676	0.20	36	100.00
0.40	3914	0.10	36	100.00
1.00	4339	0.30	36	100.00
1.40	4619	0.40	36	100.00
1.40	4765	0.60	36	100.00
1.50	4623	0.50	36	100.00
0.90	3904	0.30	36	100.00
0.60	2966	0.20	36	100.00
1.30	2372	0.50	36	100.00
1.50	2040	0.50	36	100.00
1.80	1559	0.70	36	100.00
1.40	1089	0.60	36	100.00
0.00	682	0.00	36	100.00
0.50	513	0.20	36	100.00
0.90	523	0.40	36	100.00
0.40	1020	0.10	36	100.00
0.80	2472	0.20	36	100.00
1.00	3996	0.20	36	100.00
0.20	4545	0.00	36	100.00
1.50	4015	0.40	36	100.00
1.60	3718	0.40	36	100.00
1.80	3452	0.50	36	100.00
2.30	3318	0.80	36	100.00
2.40	3502	0.70	36	100.00
2.40	3656	0.80	36	100.00
1.10	3789	0.30	36	100.00
1.00	4354	0.30	36	100.00
1.00	4774	0.30	36	100.00
2.10	4866	0.70	36	100.00
1.30	4764	0.40	36	100.00
1.60	4063	0.60	36	100.00
0.60	2996	0.20	36	100.00
1.40	2497	0.50	36	100.00
2.00	2135	0.70	36	100.00
1.60	1556	0.60	36	100.00
0.90	1051	0.40	36	100.00
0.00	765	0.00	36	100.00
0.00	546	0.00	36	100.00
0.50	515	0.20	36	100.00
0.70	1050	0.20	36	100.00
1.10	2380	0.30	36	100.00
0.60	4042	0.10	36	100.00
0.20	4585	0.10	36	100.00

Report Data

1.30	4127	0.40	36	100.00
1.50	3812	0.40	36	100.00
2.70	3542	0.90	36	100.00
2.10	3349	0.70	36	100.00
2.00	3495	0.70	36	100.00
1.10	3811	0.30	36	100.00
1.90	4054	0.60	36	100.00
1.40	4298	0.40	36	100.00
1.20	4787	0.40	36	100.00
1.70	4966	0.80	36	100.00
1.50	4516	0.50	36	100.00
1.70	3914	0.60	36	100.00
1.00	3326	0.30	36	100.00
1.30	2665	0.40	36	100.00
1.20	2264	0.40	36	100.00
0.30	1685	0.10	36	100.00
1.10	1193	0.40	36	100.00
0.30	766	0.10	36	100.00
0.00	537	0.00	36	100.00
0.50	557	0.20	36	100.00
0.30	1017	0.10	36	100.00
0.70	2266	0.20	36	100.00
0.70	3640	0.20	36	100.00
1.40	4513	0.40	36	100.00
1.20	4226	0.30	36	100.00
1.70	3869	0.50	36	100.00
1.40	3583	0.40	36	100.00
13.50	3684	7.70	36	100.00
0.70	3727	0.20	36	100.00
1.60	3910	0.60	36	100.00
1.60	4168	0.50	36	100.00
0.80	4658	0.30	36	100.00
13.50	4573	9.90	36	100.00
15.10	4596	9.50	36	100.00
2.00	4792	0.70	36	100.00
3.00	4163	2.20	36	100.00
0.80	3379	0.20	36	100.00
2.00	3125	0.70	36	100.00
1.60	2673	0.60	36	100.00
2.30	1973	1.00	36	100.00
0.80	1485	0.30	36	100.00

Report Data

7AM Average	4039	AM Peak	4039
8AM Average	3671		
4PM Average	4827	PM Peak	4827
5PM Average	4681		

PeMS Report Description

Report Description

Report Aggregates>Time Series
Route Name
Route Description

Report link https://pems.dot.ca.gov:443/?report_form=1&dnnode=VDS&content=lo

Report generated 09/24/2025 10:06
PeMS version caltrans_pems-20.0.1

Report Parameters

Parameter	Value
Quantity	Flow
Data	16,416 Lane Points
Data Quality	100% Observed
Segment Type	VDS
Segment Name	Mainline VDS 818211 - NUEVO ST N/O
start date	05/01/2024 00:00:00
end date	05/31/2024 23:59:59
Day of Week	Tu,We,Th,Fr
Granularity	hour

PeMS Report Description

[ops&tab=det_timeseries&station_id=818211&s_time_id=1714521600&s_time_id_f=05%2F01%2F20](#)

PeMS Report Description

[124+00%3A00&e_time_id=1717199940&e_time_id_f=05%2F31%2F2024+23%3A59&tod=all&tod_fror](#)

PeMS Report Description

n=0&tod_to=0&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&q2=truck_prop&gn=hour&i

PeMS Report Description

[agg=on&lane1=on&lane2=on&lane3=on](#)

Report Data

Hour	Hour	Lane 1 Flow (Ve	Lane 1 Truck Pr	Lane 2 Flow (Ve	Lane 2 Truck Pr	Lane 3 Flow (Ve
0	5/1/2024 0:00	183	0.00	247	0.00	207
1	5/1/2024 1:00	156	0.00	184	0.00	157
2	5/1/2024 2:00	174	0.00	186	0.00	173
3	5/1/2024 3:00	189	0.00	275	0.00	297
4	5/1/2024 4:00	399	0.00	547	0.00	757
5	5/1/2024 5:00	634	0.00	871	0.00	1220
6	5/1/2024 6:00	814	0.00	1149	0.00	1642
7	5/1/2024 7:00	795	0.00	993	0.00	1425
8	5/1/2024 8:00	704	0.00	900	0.00	1192
9	5/1/2024 9:00	694	0.00	929	0.00	1083
10	5/1/2024 10:00	709	0.00	916	0.00	1092
11	5/1/2024 11:00	718	0.00	936	0.00	1153
12	5/1/2024 12:00	779	0.00	1023	0.00	1283
13	5/1/2024 13:00	873	0.00	1073	0.00	1403
14	5/1/2024 14:00	927	0.00	1218	0.00	1585
15	5/1/2024 15:00	993	0.00	1341	0.00	1755
16	5/1/2024 16:00	1013	0.00	1407	0.00	1821
17	5/1/2024 17:00	1036	0.00	1361	0.00	1760
18	5/1/2024 18:00	914	0.00	1173	0.00	1549
19	5/1/2024 19:00	665	0.00	928	0.00	1159
20	5/1/2024 20:00	540	0.00	797	0.00	955
21	5/1/2024 21:00	491	0.00	644	0.00	783
22	5/1/2024 22:00	390	0.00	493	0.00	583
23	5/1/2024 23:00	325	0.00	411	0.00	392
0	5/2/2024 0:00	193	0.00	251	0.00	231
1	5/2/2024 1:00	154	0.00	201	0.00	174
2	5/2/2024 2:00	167	0.00	198	0.00	172
3	5/2/2024 3:00	238	0.00	277	0.00	302
4	5/2/2024 4:00	422	0.00	551	0.00	756
5	5/2/2024 5:00	612	0.00	836	0.00	1169
6	5/2/2024 6:00	873	0.00	1180	0.00	1737
7	5/2/2024 7:00	807	0.00	983	0.00	1408
8	5/2/2024 8:00	716	0.00	961	0.00	1194
9	5/2/2024 9:00	673	0.00	902	0.00	1141
10	5/2/2024 10:00	702	0.00	883	0.00	1093
11	5/2/2024 11:00	696	0.00	972	0.00	1181
12	5/2/2024 12:00	744	0.00	988	0.00	1255
13	5/2/2024 13:00	864	0.00	1111	0.00	1428
14	5/2/2024 14:00	980	0.00	1220	0.00	1649
15	5/2/2024 15:00	1033	0.00	1354	0.00	1881
16	5/2/2024 16:00	1056	0.00	1414	0.00	1885
17	5/2/2024 17:00	1072	0.00	1409	0.00	1860
18	5/2/2024 18:00	880	0.00	1174	0.00	1614
19	5/2/2024 19:00	694	0.00	927	0.00	1232
20	5/2/2024 20:00	547	0.00	788	0.00	972
21	5/2/2024 21:00	530	0.00	723	0.00	865
22	5/2/2024 22:00	423	0.00	619	0.00	705
23	5/2/2024 23:00	346	0.00	452	0.00	415
0	5/3/2024 0:00	211	0.00	306	0.00	269
1	5/3/2024 1:00	175	0.00	221	0.00	204
2	5/3/2024 2:00	175	0.00	230	0.00	166

Report Data

3	5/3/2024 3:00	214	0.00	277	0.00	269
4	5/3/2024 4:00	362	0.00	524	0.00	671
5	5/3/2024 5:00	580	0.00	847	0.00	1131
6	5/3/2024 6:00	826	0.00	1112	0.00	1644
7	5/3/2024 7:00	742	0.00	963	0.00	1355
8	5/3/2024 8:00	702	0.00	947	0.00	1273
9	5/3/2024 9:00	720	0.00	953	0.00	1250
10	5/3/2024 10:00	749	0.00	931	0.00	1272
11	5/3/2024 11:00	754	0.00	1068	0.00	1337
12	5/3/2024 12:00	821	0.00	1127	0.00	1459
13	5/3/2024 13:00	888	0.00	1185	0.00	1588
14	5/3/2024 14:00	984	0.00	1282	0.00	1742
15	5/3/2024 15:00	996	0.00	1402	0.00	1810
16	5/3/2024 16:00	990	0.00	1375	0.00	1812
17	5/3/2024 17:00	992	0.00	1314	0.00	1706
18	5/3/2024 18:00	857	0.00	1198	0.00	1537
19	5/3/2024 19:00	738	0.00	1073	0.00	1357
20	5/3/2024 20:00	603	0.00	869	0.00	1033
21	5/3/2024 21:00	557	0.00	830	0.00	1034
22	5/3/2024 22:00	495	0.00	730	0.00	832
23	5/3/2024 23:00	375	0.00	568	0.00	615
0	5/7/2024 0:00	207	0.00	285	0.00	225
1	5/7/2024 1:00	144	0.00	150	0.00	122
2	5/7/2024 2:00	170	0.00	212	0.00	162
3	5/7/2024 3:00	200	0.00	279	0.00	284
4	5/7/2024 4:00	398	0.00	589	0.00	753
5	5/7/2024 5:00	625	0.00	890	0.00	1202
6	5/7/2024 6:00	844	0.00	1166	0.00	1738
7	5/7/2024 7:00	778	0.00	982	0.00	1392
8	5/7/2024 8:00	731	0.00	936	0.00	1221
9	5/7/2024 9:00	622	0.00	860	0.00	1087
10	5/7/2024 10:00	636	0.00	876	0.00	1076
11	5/7/2024 11:00	637	0.00	891	0.00	1084
12	5/7/2024 12:00	664	0.00	881	0.00	1076
13	5/7/2024 13:00	708	0.00	1006	0.00	1253
14	5/7/2024 14:00	880	0.00	1202	0.00	1567
15	5/7/2024 15:00	1001	0.00	1328	0.00	1812
16	5/7/2024 16:00	998	0.00	1406	0.00	1858
17	5/7/2024 17:00	971	0.00	1327	0.00	1788
18	5/7/2024 18:00	877	0.00	1138	0.00	1534
19	5/7/2024 19:00	634	0.00	845	0.00	1100
20	5/7/2024 20:00	497	0.00	717	0.00	846
21	5/7/2024 21:00	491	0.00	639	0.00	767
22	5/7/2024 22:00	376	0.00	475	0.00	524
23	5/7/2024 23:00	333	0.00	391	0.00	410
0	5/8/2024 0:00	217	0.00	279	0.00	238
1	5/8/2024 1:00	160	0.00	193	0.00	192
2	5/8/2024 2:00	151	0.00	199	0.00	161
3	5/8/2024 3:00	237	0.00	282	0.00	293
4	5/8/2024 4:00	399	0.00	607	0.00	802
5	5/8/2024 5:00	638	0.00	866	0.00	1254
6	5/8/2024 6:00	875	0.00	1175	0.00	1706

Report Data

7	5/8/2024 7:00	811	0.00	1030	0.00	1454
8	5/8/2024 8:00	744	0.00	936	0.00	1183
9	5/8/2024 9:00	692	0.00	932	0.00	1136
10	5/8/2024 10:00	660	0.00	911	0.00	1076
11	5/8/2024 11:00	709	0.00	971	0.00	1202
12	5/8/2024 12:00	751	0.00	1019	0.00	1298
13	5/8/2024 13:00	862	0.00	1090	0.00	1411
14	5/8/2024 14:00	944	0.00	1208	0.00	1636
15	5/8/2024 15:00	990	0.00	1264	0.00	1797
16	5/8/2024 16:00	1043	0.00	1411	0.00	1882
17	5/8/2024 17:00	994	0.00	1342	0.00	1739
18	5/8/2024 18:00	813	0.00	1138	0.00	1476
19	5/8/2024 19:00	611	0.00	863	0.00	1065
20	5/8/2024 20:00	547	0.00	780	0.00	982
21	5/8/2024 21:00	490	0.00	696	0.00	788
22	5/8/2024 22:00	374	0.00	513	0.00	591
23	5/8/2024 23:00	316	0.00	443	0.00	408
0	5/9/2024 0:00	200	0.00	266	0.00	262
1	5/9/2024 1:00	190	0.00	208	0.00	213
2	5/9/2024 2:00	146	0.00	207	0.00	177
3	5/9/2024 3:00	247	0.00	284	0.00	327
4	5/9/2024 4:00	413	0.00	614	0.00	794
5	5/9/2024 5:00	656	0.00	904	0.00	1234
6	5/9/2024 6:00	849	0.00	1155	0.00	1713
7	5/9/2024 7:00	809	0.00	986	0.00	1421
8	5/9/2024 8:00	678	0.00	939	0.00	1206
9	5/9/2024 9:00	735	0.00	973	0.00	1192
10	5/9/2024 10:00	698	0.00	962	0.00	1125
11	5/9/2024 11:00	726	0.00	1023	0.00	1211
12	5/9/2024 12:00	749	0.00	1023	0.00	1303
13	5/9/2024 13:00	881	0.00	1163	0.00	1530
14	5/9/2024 14:00	913	0.00	1234	0.00	1603
15	5/9/2024 15:00	1055	0.00	1362	0.00	1921
16	5/9/2024 16:00	1053	0.00	1445	0.00	1848
17	5/9/2024 17:00	965	0.00	1321	0.00	1767
18	5/9/2024 18:00	904	0.00	1183	0.00	1575
19	5/9/2024 19:00	671	0.00	1009	0.00	1210
20	5/9/2024 20:00	564	0.00	823	0.00	1003
21	5/9/2024 21:00	483	0.00	683	0.00	841
22	5/9/2024 22:00	400	0.00	621	0.00	679
23	5/9/2024 23:00	348	0.00	503	0.00	543
0	5/10/2024 0:00	239	0.00	318	0.00	309
1	5/10/2024 1:00	209	0.00	236	0.00	211
2	5/10/2024 2:00	163	0.00	222	0.00	207
3	5/10/2024 3:00	214	0.00	316	0.00	283
4	5/10/2024 4:00	423	0.00	569	0.00	715
5	5/10/2024 5:00	598	0.00	955	0.00	1173
6	5/10/2024 6:00	752	0.00	1246	0.00	1723
7	5/10/2024 7:00	803	0.00	1035	0.00	1447
8	5/10/2024 8:00	741	0.00	979	0.00	1246
9	5/10/2024 9:00	671	0.00	933	0.00	1075
10	5/10/2024 10:00	711	0.00	1043	0.00	1301

Report Data

11	5/10/2024 11:00	779	0.00	1075	0.00	1423
12	5/10/2024 12:00	793	0.00	1166	0.00	1482
13	5/10/2024 13:00	942	0.00	1226	0.00	1669
14	5/10/2024 14:00	1020	0.00	1319	0.00	1841
15	5/10/2024 15:00	1133	0.00	1372	2.00	1692
16	5/10/2024 16:00	1194	0.00	1343	4.40	1536
17	5/10/2024 17:00	1046	0.00	1427	0.00	1780
18	5/10/2024 18:00	824	0.00	1264	0.00	1591
19	5/10/2024 19:00	785	0.00	1094	0.00	1384
20	5/10/2024 20:00	630	0.00	886	0.00	1153
21	5/10/2024 21:00	594	0.00	816	0.00	1047
22	5/10/2024 22:00	525	0.00	748	0.00	867
23	5/10/2024 23:00	478	0.00	616	0.00	678
0	5/14/2024 0:00	205	0.00	276	0.00	214
1	5/14/2024 1:00	150	0.00	186	0.00	149
2	5/14/2024 2:00	148	0.00	169	0.00	153
3	5/14/2024 3:00	207	0.00	294	0.00	278
4	5/14/2024 4:00	405	0.00	555	0.00	746
5	5/14/2024 5:00	617	0.00	906	0.00	1176
6	5/14/2024 6:00	850	0.00	1177	0.00	1705
7	5/14/2024 7:00	779	0.00	1017	0.00	1384
8	5/14/2024 8:00	745	0.00	946	0.00	1250
9	5/14/2024 9:00	678	0.00	904	0.00	1125
10	5/14/2024 10:00	658	0.00	891	0.00	1079
11	5/14/2024 11:00	706	0.00	997	0.00	1207
12	5/14/2024 12:00	752	0.00	1000	0.00	1256
13	5/14/2024 13:00	837	0.00	1123	0.00	1464
14	5/14/2024 14:00	967	0.00	1200	0.00	1595
15	5/14/2024 15:00	995	0.00	1325	0.00	1680
16	5/14/2024 16:00	1021	0.00	1490	0.00	1909
17	5/14/2024 17:00	997	0.00	1367	0.00	1804
18	5/14/2024 18:00	855	0.00	1174	0.00	1511
19	5/14/2024 19:00	634	0.00	902	0.00	1126
20	5/14/2024 20:00	538	0.00	776	0.00	937
21	5/14/2024 21:00	471	0.00	636	0.00	743
22	5/14/2024 22:00	365	0.00	507	0.00	538
23	5/14/2024 23:00	331	0.00	407	0.00	431
0	5/15/2024 0:00	218	0.00	288	0.00	226
1	5/15/2024 1:00	159	0.00	197	0.00	168
2	5/15/2024 2:00	146	0.00	173	0.00	156
3	5/15/2024 3:00	224	0.00	290	0.00	300
4	5/15/2024 4:00	407	0.00	572	0.00	795
5	5/15/2024 5:00	662	0.00	898	0.00	1192
6	5/15/2024 6:00	861	0.00	1184	0.00	1719
7	5/15/2024 7:00	813	0.00	1028	0.00	1417
8	5/15/2024 8:00	762	0.00	928	0.00	1290
9	5/15/2024 9:00	691	0.00	933	0.00	1105
10	5/15/2024 10:00	673	0.00	874	0.00	1063
11	5/15/2024 11:00	694	0.00	937	0.00	1238
12	5/15/2024 12:00	781	0.00	1020	0.00	1308
13	5/15/2024 13:00	844	0.00	1127	0.00	1461
14	5/15/2024 14:00	987	0.00	1162	0.70	1539

Report Data

15	5/15/2024 15:00	934	0.00	1293	0.00	1698
16	5/15/2024 16:00	1045	0.00	1436	0.00	1845
17	5/15/2024 17:00	1038	0.00	1411	0.00	1819
18	5/15/2024 18:00	829	0.00	1218	0.00	1582
19	5/15/2024 19:00	668	0.00	880	0.00	1140
20	5/15/2024 20:00	525	0.00	777	0.00	941
21	5/15/2024 21:00	487	0.00	616	0.00	741
22	5/15/2024 22:00	391	0.00	533	0.00	609
23	5/15/2024 23:00	316	0.00	407	0.00	399
0	5/16/2024 0:00	212	0.00	293	0.00	270
1	5/16/2024 1:00	165	0.00	222	0.00	193
2	5/16/2024 2:00	139	0.00	194	0.00	166
3	5/16/2024 3:00	237	0.00	266	0.00	322
4	5/16/2024 4:00	417	0.00	562	0.00	785
5	5/16/2024 5:00	623	0.00	896	0.00	1171
6	5/16/2024 6:00	840	0.00	1185	0.00	1723
7	5/16/2024 7:00	782	0.00	1031	0.00	1422
8	5/16/2024 8:00	721	0.00	958	0.00	1207
9	5/16/2024 9:00	691	0.00	907	0.00	1156
10	5/16/2024 10:00	698	0.00	969	0.00	1164
11	5/16/2024 11:00	713	0.00	990	0.00	1220
12	5/16/2024 12:00	738	0.00	1018	0.00	1285
13	5/16/2024 13:00	844	0.00	1141	0.00	1521
14	5/16/2024 14:00	905	0.00	1257	0.00	1646
15	5/16/2024 15:00	1002	0.00	1360	0.00	1871
16	5/16/2024 16:00	1048	0.00	1439	0.00	1902
17	5/16/2024 17:00	987	0.00	1351	0.00	1760
18	5/16/2024 18:00	865	0.00	1190	0.00	1640
19	5/16/2024 19:00	673	0.00	946	0.00	1235
20	5/16/2024 20:00	580	0.00	846	0.00	1078
21	5/16/2024 21:00	465	0.00	700	0.00	858
22	5/16/2024 22:00	414	0.00	602	0.00	679
23	5/16/2024 23:00	331	0.00	461	0.00	519
0	5/17/2024 0:00	207	0.00	324	0.00	290
1	5/17/2024 1:00	168	0.00	227	0.00	210
2	5/17/2024 2:00	182	0.00	225	0.00	199
3	5/17/2024 3:00	217	0.00	289	0.00	303
4	5/17/2024 4:00	371	0.00	555	0.00	679
5	5/17/2024 5:00	637	0.00	833	0.00	1220
6	5/17/2024 6:00	822	0.00	1154	0.00	1696
7	5/17/2024 7:00	776	0.00	1024	0.00	1452
8	5/17/2024 8:00	733	0.00	962	0.00	1285
9	5/17/2024 9:00	763	0.00	984	0.00	1249
10	5/17/2024 10:00	754	0.00	1018	0.00	1293
11	5/17/2024 11:00	756	0.00	1074	0.00	1361
12	5/17/2024 12:00	780	0.00	1109	0.00	1429
13	5/17/2024 13:00	931	0.00	1253	0.00	1633
14	5/17/2024 14:00	1027	0.00	1373	0.00	1789
15	5/17/2024 15:00	1026	0.00	1405	0.00	1859
16	5/17/2024 16:00	1032	0.00	1415	0.00	1844
17	5/17/2024 17:00	1009	0.00	1389	0.00	1787
18	5/17/2024 18:00	883	0.00	1209	0.00	1558

Report Data

19	5/17/2024 19:00	790	0.00	1141	0.00	1416
20	5/17/2024 20:00	623	0.00	943	0.00	1203
21	5/17/2024 21:00	540	0.00	812	0.00	982
22	5/17/2024 22:00	540	0.00	732	0.00	929
23	5/17/2024 23:00	421	0.00	672	0.00	693
0	5/21/2024 0:00	228	0.00	312	0.00	339
1	5/21/2024 1:00	154	0.00	217	0.00	213
2	5/21/2024 2:00	178	0.00	242	0.00	207
3	5/21/2024 3:00	197	0.00	263	0.00	303
4	5/21/2024 4:00	431	0.00	571	0.00	799
5	5/21/2024 5:00	655	0.00	854	0.00	1228
6	5/21/2024 6:00	859	0.00	1173	0.00	1766
7	5/21/2024 7:00	756	0.00	961	0.00	1399
8	5/21/2024 8:00	700	0.00	920	0.00	1210
9	5/21/2024 9:00	637	0.00	808	0.00	917
10	5/21/2024 10:00	865	0.00	1035	1.20	954
11	5/21/2024 11:00	699	0.00	904	0.00	1099
12	5/21/2024 12:00	752	0.00	1027	0.00	1282
13	5/21/2024 13:00	840	0.00	1111	0.00	1474
14	5/21/2024 14:00	935	0.00	1197	0.00	1675
15	5/21/2024 15:00	960	0.00	1290	0.00	1738
16	5/21/2024 16:00	1022	0.00	1398	0.00	1877
17	5/21/2024 17:00	1003	0.00	1357	0.00	1753
18	5/21/2024 18:00	851	0.00	1187	0.00	1526
19	5/21/2024 19:00	601	0.00	879	0.00	1067
20	5/21/2024 20:00	496	0.00	780	0.00	901
21	5/21/2024 21:00	441	0.00	630	0.00	737
22	5/21/2024 22:00	383	0.00	520	0.00	560
23	5/21/2024 23:00	287	0.00	405	0.00	433
0	5/22/2024 0:00	200	0.00	269	0.00	244
1	5/22/2024 1:00	150	0.00	217	0.00	168
2	5/22/2024 2:00	151	0.00	201	0.00	152
3	5/22/2024 3:00	209	0.00	278	0.00	276
4	5/22/2024 4:00	431	0.00	606	0.00	784
5	5/22/2024 5:00	644	0.00	909	0.00	1288
6	5/22/2024 6:00	845	0.00	1142	0.00	1674
7	5/22/2024 7:00	806	0.00	987	0.00	1412
8	5/22/2024 8:00	753	0.00	994	0.00	1234
9	5/22/2024 9:00	719	0.00	954	0.00	1175
10	5/22/2024 10:00	666	0.00	886	0.00	1125
11	5/22/2024 11:00	743	0.00	990	0.00	1238
12	5/22/2024 12:00	804	0.00	1065	0.00	1346
13	5/22/2024 13:00	851	0.00	1105	0.00	1441
14	5/22/2024 14:00	947	0.00	1185	0.00	1632
15	5/22/2024 15:00	1010	0.00	1375	0.00	1828
16	5/22/2024 16:00	1086	0.00	1430	0.00	1842
17	5/22/2024 17:00	1033	0.00	1371	0.00	1838
18	5/22/2024 18:00	841	0.00	1133	0.00	1507
19	5/22/2024 19:00	604	0.00	859	0.00	1074
20	5/22/2024 20:00	543	0.00	793	0.00	946
21	5/22/2024 21:00	478	0.00	679	0.00	800
22	5/22/2024 22:00	381	0.00	526	0.00	571

Report Data

23	5/22/2024 23:00	320	0.00	432	0.00	436
0	5/23/2024 0:00	195	0.00	333	0.00	268
1	5/23/2024 1:00	175	0.00	223	0.00	210
2	5/23/2024 2:00	154	0.00	183	0.00	172
3	5/23/2024 3:00	210	0.00	256	0.00	302
4	5/23/2024 4:00	420	0.00	590	0.00	734
5	5/23/2024 5:00	638	0.00	871	0.00	1155
6	5/23/2024 6:00	845	0.00	1206	0.00	1675
7	5/23/2024 7:00	771	0.00	1007	0.00	1404
8	5/23/2024 8:00	717	0.00	941	0.00	1197
9	5/23/2024 9:00	630	0.00	929	0.00	1112
10	5/23/2024 10:00	682	0.00	892	0.00	1100
11	5/23/2024 11:00	730	0.00	1016	0.00	1267
12	5/23/2024 12:00	800	0.00	1014	0.00	1305
13	5/23/2024 13:00	846	0.00	1143	0.00	1488
14	5/23/2024 14:00	1043	0.00	1284	0.00	1835
15	5/23/2024 15:00	1069	0.00	1423	0.00	1851
16	5/23/2024 16:00	1047	0.00	1447	0.00	1922
17	5/23/2024 17:00	1010	0.00	1370	0.00	1749
18	5/23/2024 18:00	874	0.00	1170	0.00	1573
19	5/23/2024 19:00	676	0.00	942	0.00	1244
20	5/23/2024 20:00	588	0.00	840	0.00	1068
21	5/23/2024 21:00	480	0.00	747	0.00	863
22	5/23/2024 22:00	424	0.00	593	0.00	671
23	5/23/2024 23:00	330	0.00	499	0.00	492
0	5/24/2024 0:00	219	0.00	337	0.00	282
1	5/24/2024 1:00	181	0.00	269	0.00	230
2	5/24/2024 2:00	166	0.00	223	0.00	172
3	5/24/2024 3:00	216	0.00	281	0.00	266
4	5/24/2024 4:00	388	0.00	553	0.00	703
5	5/24/2024 5:00	602	0.00	821	0.00	1130
6	5/24/2024 6:00	790	0.00	1135	0.00	1650
7	5/24/2024 7:00	752	0.00	965	0.00	1385
8	5/24/2024 8:00	698	0.00	972	0.00	1233
9	5/24/2024 9:00	687	0.00	920	0.00	1257
10	5/24/2024 10:00	720	0.00	1006	0.00	1275
11	5/24/2024 11:00	781	0.00	1069	0.00	1434
12	5/24/2024 12:00	829	0.00	1047	0.00	1499
13	5/24/2024 13:00	838	0.00	1183	0.00	1536
14	5/24/2024 14:00	975	0.00	1326	0.00	1770
15	5/24/2024 15:00	1021	0.00	1376	0.00	1847
16	5/24/2024 16:00	997	0.00	1367	0.00	1843
17	5/24/2024 17:00	942	0.00	1280	0.00	1679
18	5/24/2024 18:00	875	0.00	1273	0.00	1632
19	5/24/2024 19:00	749	0.00	1084	0.00	1356
20	5/24/2024 20:00	602	0.00	861	0.00	1065
21	5/24/2024 21:00	545	0.00	853	0.00	1043
22	5/24/2024 22:00	503	0.00	693	0.00	865
23	5/24/2024 23:00	384	0.00	559	0.00	592
0	5/28/2024 0:00	154	0.00	274	0.00	227
1	5/28/2024 1:00	106	0.00	206	0.00	145
2	5/28/2024 2:00	128	0.00	160	0.00	141

Report Data

3	5/28/2024 3:00	208	0.00	304	0.00	320
4	5/28/2024 4:00	402	0.00	612	0.00	800
5	5/28/2024 5:00	667	0.00	876	0.00	1219
6	5/28/2024 6:00	815	0.00	1114	0.00	1723
7	5/28/2024 7:00	790	0.00	963	0.00	1373
8	5/28/2024 8:00	765	0.00	932	0.00	1243
9	5/28/2024 9:00	672	0.00	900	0.00	1107
10	5/28/2024 10:00	695	0.00	894	0.00	1136
11	5/28/2024 11:00	758	0.00	982	0.00	1222
12	5/28/2024 12:00	764	0.00	1009	0.00	1303
13	5/28/2024 13:00	853	0.00	1095	0.00	1415
14	5/28/2024 14:00	958	0.00	1212	0.00	1630
15	5/28/2024 15:00	1024	0.00	1297	0.00	1749
16	5/28/2024 16:00	1035	0.00	1393	0.00	1864
17	5/28/2024 17:00	991	0.00	1318	0.00	1766
18	5/28/2024 18:00	789	0.00	1104	0.00	1477
19	5/28/2024 19:00	652	0.00	914	0.00	1105
20	5/28/2024 20:00	504	0.00	736	0.00	859
21	5/28/2024 21:00	457	0.00	652	0.00	761
22	5/28/2024 22:00	381	0.00	539	0.00	589
23	5/28/2024 23:00	287	0.00	415	0.00	401
0	5/29/2024 0:00	190	0.00	263	0.00	253
1	5/29/2024 1:00	164	0.00	211	0.00	179
2	5/29/2024 2:00	141	0.00	208	0.00	180
3	5/29/2024 3:00	215	0.00	270	0.00	300
4	5/29/2024 4:00	407	0.00	598	0.00	733
5	5/29/2024 5:00	631	0.00	866	0.00	1260
6	5/29/2024 6:00	857	0.00	1176	0.00	1677
7	5/29/2024 7:00	818	0.00	972	0.00	1379
8	5/29/2024 8:00	717	0.00	938	0.00	1255
9	5/29/2024 9:00	686	0.00	883	0.00	1106
10	5/29/2024 10:00	738	0.00	891	0.00	1078
11	5/29/2024 11:00	733	0.00	1010	0.00	1222
12	5/29/2024 12:00	764	0.00	1031	0.00	1306
13	5/29/2024 13:00	842	0.00	1064	0.00	1321
14	5/29/2024 14:00	905	0.00	1216	0.00	1602
15	5/29/2024 15:00	1063	0.00	1319	0.00	1818
16	5/29/2024 16:00	1042	0.00	1414	0.00	1883
17	5/29/2024 17:00	1040	0.00	1335	0.00	1815
18	5/29/2024 18:00	863	0.00	1192	0.00	1562
19	5/29/2024 19:00	658	0.00	872	0.00	1149
20	5/29/2024 20:00	539	0.00	785	0.00	936
21	5/29/2024 21:00	506	0.00	668	0.00	777
22	5/29/2024 22:00	392	0.00	524	0.00	565
23	5/29/2024 23:00	307	0.00	414	0.00	407
0	5/30/2024 0:00	210	0.00	311	0.00	281
1	5/30/2024 1:00	162	0.00	234	0.00	185
2	5/30/2024 2:00	152	0.00	200	0.00	185
3	5/30/2024 3:00	217	0.00	303	0.00	321
4	5/30/2024 4:00	410	0.00	573	0.00	761
5	5/30/2024 5:00	681	0.00	929	0.00	1228
6	5/30/2024 6:00	813	0.00	1145	0.00	1698

Report Data

7	5/30/2024 7:00	795	0.00	1005	0.00	1413
8	5/30/2024 8:00	722	0.00	954	0.00	1233
9	5/30/2024 9:00	699	0.00	950	0.00	1177
10	5/30/2024 10:00	700	0.00	964	0.00	1130
11	5/30/2024 11:00	745	0.00	971	0.00	1254
12	5/30/2024 12:00	766	0.00	1055	0.00	1314
13	5/30/2024 13:00	904	0.00	1154	0.00	1573
14	5/30/2024 14:00	960	0.00	1239	0.00	1611
15	5/30/2024 15:00	1067	0.00	1319	0.00	1834
16	5/30/2024 16:00	1072	0.00	1450	0.10	1908
17	5/30/2024 17:00	980	0.00	1324	0.00	1765
18	5/30/2024 18:00	805	0.00	1195	0.00	1533
19	5/30/2024 19:00	673	0.00	1005	0.00	1251
20	5/30/2024 20:00	524	0.00	823	0.00	979
21	5/30/2024 21:00	477	0.00	695	0.00	797
22	5/30/2024 22:00	385	0.00	561	0.00	595
23	5/30/2024 23:00	332	0.00	433	0.00	455
0	5/31/2024 0:00	224	0.00	306	0.00	280
1	5/31/2024 1:00	168	0.00	218	0.00	186
2	5/31/2024 2:00	178	0.00	197	0.00	191
3	5/31/2024 3:00	212	0.00	287	0.00	304
4	5/31/2024 4:00	367	0.00	565	0.00	675
5	5/31/2024 5:00	607	0.00	832	0.00	1161
6	5/31/2024 6:00	786	0.00	1116	0.00	1610
7	5/31/2024 7:00	795	0.00	1012	0.00	1502
8	5/31/2024 8:00	743	0.00	981	0.00	1341
9	5/31/2024 9:00	715	0.00	930	0.00	1172
10	5/31/2024 10:00	723	0.00	999	0.00	1234
11	5/31/2024 11:00	767	0.00	1064	0.00	1364
12	5/31/2024 12:00	826	0.00	1117	0.00	1464
13	5/31/2024 13:00	908	0.00	1174	0.00	1571
14	5/31/2024 14:00	989	0.00	1305	0.00	1670
15	5/31/2024 15:00	1226	0.00	1377	2.50	1531
16	5/31/2024 16:00	1120	0.00	1310	2.00	1635
17	5/31/2024 17:00	1015	0.00	1411	0.00	1820
18	5/31/2024 18:00	1007	0.00	1223	1.60	1277
19	5/31/2024 19:00	663	0.00	971	0.00	1195
20	5/31/2024 20:00	589	0.00	878	0.00	1101
21	5/31/2024 21:00	521	0.00	758	0.00	941
22	5/31/2024 22:00	478	0.00	640	0.00	683
23	5/31/2024 23:00	340	0.00	489	0.00	541

Report Data

Lane 3 Truck Pr Flow (Veh/Hour)	Truck Prop (%)	# Lane Points	% Observed	
0.00	637	0.00	36	100.00
0.00	497	0.00	36	100.00
0.00	533	0.00	36	100.00
0.00	761	0.00	36	100.00
0.00	1703	0.00	36	100.00
0.00	2725	0.00	36	100.00
0.00	3605	0.00	36	100.00
0.00	3213	0.00	36	100.00
0.00	2796	0.00	36	100.00
0.00	2706	0.00	36	100.00
0.00	2717	0.00	36	100.00
0.00	2807	0.00	36	100.00
0.00	3085	0.00	36	100.00
0.00	3349	0.00	36	100.00
0.00	3730	0.00	36	100.00
0.00	4089	0.00	36	100.00
0.00	4241	0.00	36	100.00
0.00	4157	0.00	36	100.00
0.00	3636	0.00	36	100.00
0.00	2752	0.00	36	100.00
0.00	2292	0.00	36	100.00
0.00	1918	0.00	36	100.00
0.00	1466	0.00	36	100.00
0.00	1128	0.00	36	100.00
0.00	675	0.00	36	100.00
0.00	529	0.00	36	100.00
0.00	537	0.00	36	100.00
0.00	817	0.00	36	100.00
0.00	1729	0.00	36	100.00
0.00	2617	0.00	36	100.00
0.00	3790	0.00	36	100.00
0.00	3198	0.00	36	100.00
0.00	2871	0.00	36	100.00
0.00	2716	0.00	36	100.00
0.00	2678	0.00	36	100.00
0.00	2849	0.00	36	100.00
0.00	2987	0.00	36	100.00
0.00	3403	0.00	36	100.00
0.00	3849	0.00	36	100.00
0.00	4268	0.00	36	100.00
0.00	4355	0.00	36	100.00
0.00	4341	0.00	36	100.00
0.00	3668	0.00	36	100.00
0.00	2853	0.00	36	100.00
0.00	2307	0.00	36	100.00
0.00	2118	0.00	36	100.00
0.00	1747	0.00	36	100.00
0.00	1213	0.00	36	100.00
0.00	786	0.00	36	100.00
0.00	600	0.00	36	100.00
0.00	571	0.00	36	100.00

Report Data

0.00	760	0.00	36	100.00
0.00	1557	0.00	36	100.00
0.00	2558	0.00	36	100.00
0.00	3582	0.00	36	100.00
0.00	3060	0.00	36	100.00
0.00	2922	0.00	36	100.00
0.00	2923	0.00	36	100.00
0.00	2952	0.00	36	100.00
0.00	3159	0.00	36	100.00
0.00	3407	0.00	36	100.00
0.00	3661	0.00	36	100.00
0.00	4008	0.00	36	100.00
0.00	4208	0.00	36	100.00
0.00	4177	0.00	36	100.00
0.00	4012	0.00	36	100.00
0.00	3592	0.00	36	100.00
0.00	3168	0.00	36	100.00
0.00	2505	0.00	36	100.00
0.00	2421	0.00	36	100.00
0.00	2057	0.00	36	100.00
0.00	1558	0.00	36	100.00
0.00	717	0.00	36	100.00
0.00	416	0.00	36	100.00
0.00	544	0.00	36	100.00
0.00	763	0.00	36	100.00
0.00	1740	0.00	36	100.00
0.00	2717	0.00	36	100.00
0.00	3748	0.00	36	100.00
0.00	3152	0.00	36	100.00
0.00	2888	0.00	36	100.00
0.00	2569	0.00	36	100.00
0.00	2588	0.00	36	100.00
0.00	2612	0.00	36	100.00
0.00	2621	0.00	36	100.00
0.00	2967	0.00	36	100.00
0.00	3649	0.00	36	100.00
0.00	4141	0.00	36	100.00
0.00	4262	0.00	36	100.00
0.00	4086	0.00	36	100.00
0.00	3549	0.00	36	100.00
0.00	2579	0.00	36	100.00
0.00	2060	0.00	36	100.00
0.00	1897	0.00	36	100.00
0.00	1375	0.00	36	100.00
0.00	1134	0.00	36	100.00
0.00	734	0.00	36	100.00
0.00	545	0.00	36	100.00
0.00	511	0.00	36	100.00
0.00	812	0.00	36	100.00
0.00	1808	0.00	36	100.00
0.00	2758	0.00	36	100.00
0.00	3756	0.00	36	100.00

Report Data

0.00	3295	0.00	36	100.00
0.00	2863	0.00	36	100.00
0.00	2760	0.00	36	100.00
0.00	2647	0.00	36	100.00
0.00	2882	0.00	36	100.00
0.00	3068	0.00	36	100.00
0.00	3363	0.00	36	100.00
0.00	3788	0.00	36	100.00
0.00	4051	0.00	36	100.00
0.00	4336	0.00	36	100.00
0.00	4075	0.00	36	100.00
0.00	3427	0.00	36	100.00
0.00	2539	0.00	36	100.00
0.00	2309	0.00	36	100.00
0.00	1974	0.00	36	100.00
0.00	1478	0.00	36	100.00
0.00	1167	0.00	36	100.00
0.00	728	0.00	36	100.00
0.00	611	0.00	36	100.00
0.00	530	0.00	36	100.00
0.00	858	0.00	36	100.00
0.00	1821	0.00	36	100.00
0.00	2794	0.00	36	100.00
0.00	3717	0.00	36	100.00
0.00	3216	0.00	36	100.00
0.00	2823	0.00	36	100.00
0.00	2900	0.00	36	100.00
0.00	2785	0.00	36	100.00
0.00	2960	0.00	36	100.00
0.00	3075	0.00	36	100.00
0.00	3574	0.00	36	100.00
0.00	3750	0.00	36	100.00
0.00	4338	0.00	36	100.00
0.00	4346	0.00	36	100.00
0.00	4053	0.00	36	100.00
0.00	3662	0.00	36	100.00
0.00	2890	0.00	36	100.00
0.00	2390	0.00	36	100.00
0.00	2007	0.00	36	100.00
0.00	1700	0.00	36	100.00
0.00	1394	0.00	36	100.00
0.00	866	0.00	36	100.00
0.00	656	0.00	36	100.00
0.00	592	0.00	36	100.00
0.00	813	0.00	36	100.00
0.00	1707	0.00	36	100.00
0.00	2726	0.00	36	100.00
0.00	3721	0.00	36	100.00
0.00	3285	0.00	36	100.00
0.00	2966	0.00	36	100.00
0.00	2679	0.00	36	100.00
0.00	3055	0.00	36	100.00

Report Data

0.00	3277	0.00	36	100.00
0.00	3441	0.00	36	100.00
0.00	3837	0.00	36	100.00
0.00	4180	0.00	36	100.00
7.90	4197	3.80	36	100.00
18.30	4073	8.30	36	100.00
0.00	4253	0.00	36	100.00
0.00	3679	0.00	36	100.00
0.00	3263	0.00	36	100.00
0.00	2669	0.00	36	100.00
0.00	2457	0.00	36	100.00
0.00	2140	0.00	36	100.00
0.00	1772	0.00	36	100.00
0.00	695	0.00	36	100.00
0.00	485	0.00	36	100.00
0.00	470	0.00	36	100.00
0.00	779	0.00	36	100.00
0.00	1706	0.00	36	100.00
0.00	2699	0.00	36	100.00
0.00	3732	0.00	36	100.00
0.00	3180	0.00	36	100.00
0.00	2941	0.00	36	100.00
0.00	2707	0.00	36	100.00
0.00	2628	0.00	36	100.00
0.00	2910	0.00	36	100.00
0.00	3008	0.00	36	100.00
0.00	3424	0.00	36	100.00
0.00	3762	0.00	36	100.00
0.00	4000	0.00	36	100.00
0.00	4420	0.00	36	100.00
0.00	4168	0.00	36	100.00
0.00	3540	0.00	36	100.00
0.00	2662	0.00	36	100.00
0.00	2251	0.00	36	100.00
0.00	1850	0.00	36	100.00
0.00	1410	0.00	36	100.00
0.00	1169	0.00	36	100.00
0.00	732	0.00	36	100.00
0.00	524	0.00	36	100.00
0.00	475	0.00	36	100.00
0.00	814	0.00	36	100.00
0.00	1774	0.00	36	100.00
0.00	2752	0.00	36	100.00
0.00	3764	0.00	36	100.00
0.00	3258	0.00	36	100.00
0.00	2980	0.00	36	100.00
0.00	2729	0.00	36	100.00
0.00	2610	0.00	36	100.00
0.00	2869	0.00	36	100.00
0.00	3109	0.00	36	100.00
0.00	3432	0.00	36	100.00
1.00	3688	0.70	36	91.70

Report Data

0.00	3925	0.00	36	100.00
0.00	4326	0.00	36	100.00
0.00	4268	0.00	36	100.00
0.00	3629	0.00	36	100.00
0.00	2688	0.00	36	100.00
0.00	2243	0.00	36	100.00
0.00	1844	0.00	36	100.00
0.00	1533	0.00	36	100.00
0.00	1122	0.00	36	100.00
0.00	775	0.00	36	100.00
0.00	580	0.00	36	100.00
0.00	499	0.00	36	100.00
0.00	825	0.00	36	100.00
0.00	1764	0.00	36	100.00
0.00	2690	0.00	36	100.00
0.00	3748	0.00	36	100.00
0.00	3235	0.00	36	100.00
0.00	2886	0.00	36	100.00
0.00	2754	0.00	36	100.00
0.00	2831	0.00	36	100.00
0.00	2923	0.00	36	100.00
0.00	3041	0.00	36	100.00
0.00	3506	0.00	36	100.00
0.00	3808	0.00	36	100.00
0.00	4233	0.00	36	100.00
0.00	4389	0.00	36	100.00
0.00	4098	0.00	36	100.00
0.00	3695	0.00	36	100.00
0.00	2854	0.00	36	100.00
0.00	2504	0.00	36	100.00
0.00	2023	0.00	36	100.00
0.00	1695	0.00	36	100.00
0.00	1311	0.00	36	100.00
0.00	821	0.00	36	100.00
0.00	605	0.00	36	100.00
0.00	606	0.00	36	100.00
0.00	809	0.00	36	100.00
0.00	1605	0.00	36	100.00
0.00	2690	0.00	36	100.00
0.00	3672	0.00	36	100.00
0.00	3252	0.00	36	100.00
0.00	2980	0.00	36	100.00
0.00	2996	0.00	36	100.00
0.00	3065	0.00	36	100.00
0.00	3191	0.00	36	100.00
0.00	3318	0.00	36	100.00
0.00	3817	0.00	36	100.00
0.00	4189	0.00	36	100.00
0.00	4290	0.00	36	100.00
0.00	4291	0.00	36	100.00
0.00	4185	0.00	36	100.00
0.00	3650	0.00	36	100.00

Report Data

0.00	3347	0.00	36	100.00
0.00	2769	0.00	36	100.00
0.00	2334	0.00	36	100.00
0.00	2201	0.00	36	100.00
0.00	1786	0.00	36	100.00
0.00	879	0.00	36	100.00
0.00	584	0.00	36	100.00
0.00	627	0.00	36	100.00
0.00	763	0.00	36	100.00
0.00	1801	0.00	36	100.00
0.00	2737	0.00	36	100.00
0.00	3798	0.00	36	100.00
0.00	3116	0.00	36	100.00
0.00	2830	0.00	36	100.00
0.00	2362	0.00	36	100.00
5.30	2854	2.20	36	100.00
0.00	2702	0.00	36	100.00
0.00	3061	0.00	36	100.00
0.00	3425	0.00	36	100.00
0.00	3807	0.00	36	100.00
0.00	3988	0.00	36	100.00
0.00	4297	0.00	36	100.00
0.00	4113	0.00	36	100.00
0.00	3564	0.00	36	100.00
0.00	2547	0.00	36	100.00
0.00	2177	0.00	36	100.00
0.00	1808	0.00	36	100.00
0.00	1463	0.00	36	100.00
0.00	1125	0.00	36	100.00
0.00	713	0.00	36	100.00
0.00	535	0.00	36	100.00
0.00	504	0.00	36	100.00
0.00	763	0.00	36	100.00
0.00	1821	0.00	36	100.00
0.00	2841	0.00	36	100.00
0.00	3661	0.00	36	100.00
0.00	3205	0.00	36	100.00
0.00	2981	0.00	36	100.00
0.00	2848	0.00	36	100.00
0.00	2677	0.00	36	100.00
0.00	2971	0.00	36	100.00
0.00	3215	0.00	36	100.00
0.00	3397	0.00	36	100.00
0.00	3764	0.00	36	100.00
0.00	4213	0.00	36	100.00
0.00	4358	0.00	36	100.00
0.00	4242	0.00	36	100.00
0.00	3481	0.00	36	100.00
0.00	2537	0.00	36	100.00
0.00	2282	0.00	36	100.00
0.00	1957	0.00	36	100.00
0.00	1478	0.00	36	100.00

Report Data

0.00	1188	0.00	36	100.00
0.00	796	0.00	36	100.00
0.00	608	0.00	36	100.00
0.00	509	0.00	36	100.00
0.00	768	0.00	36	100.00
0.00	1744	0.00	36	100.00
0.00	2664	0.00	36	100.00
0.00	3726	0.00	36	100.00
0.00	3182	0.00	36	100.00
0.00	2855	0.00	36	100.00
0.00	2671	0.00	36	100.00
0.00	2674	0.00	36	100.00
0.00	3013	0.00	36	100.00
0.00	3119	0.00	36	100.00
0.00	3477	0.00	36	100.00
0.00	4162	0.00	36	100.00
0.00	4343	0.00	36	100.00
0.00	4416	0.00	36	100.00
0.00	4129	0.00	36	100.00
0.00	3617	0.00	36	100.00
0.00	2862	0.00	36	100.00
0.00	2496	0.00	36	100.00
0.00	2090	0.00	36	100.00
0.00	1688	0.00	36	100.00
0.00	1321	0.00	36	100.00
0.00	838	0.00	36	100.00
0.00	680	0.00	36	100.00
0.00	561	0.00	36	100.00
0.00	763	0.00	36	100.00
0.00	1644	0.00	36	100.00
0.00	2553	0.00	36	100.00
0.00	3575	0.00	36	100.00
0.00	3102	0.00	36	100.00
0.00	2903	0.00	36	100.00
0.00	2864	0.00	36	100.00
0.00	3001	0.00	36	100.00
0.00	3284	0.00	36	100.00
0.00	3375	0.00	36	100.00
0.00	3557	0.00	36	100.00
0.00	4071	0.00	36	100.00
0.00	4244	0.00	36	100.00
0.00	4207	0.00	36	100.00
0.00	3901	0.00	36	100.00
0.00	3780	0.00	36	100.00
0.00	3189	0.00	36	100.00
0.00	2528	0.00	36	100.00
0.00	2441	0.00	36	100.00
0.00	2061	0.00	36	100.00
0.00	1535	0.00	36	100.00
0.00	655	0.00	36	100.00
0.00	457	0.00	36	100.00
0.00	429	0.00	36	100.00

Report Data

0.00	832	0.00	36	100.00
0.00	1814	0.00	36	100.00
0.00	2762	0.00	36	100.00
0.00	3652	0.00	36	100.00
0.00	3126	0.00	36	100.00
0.00	2940	0.00	36	100.00
0.00	2679	0.00	36	100.00
0.00	2725	0.00	36	100.00
0.00	2962	0.00	36	100.00
0.00	3076	0.00	36	100.00
0.00	3363	0.00	36	100.00
0.00	3800	0.00	36	100.00
0.00	4070	0.00	36	100.00
0.00	4292	0.00	36	100.00
0.00	4075	0.00	36	100.00
0.00	3370	0.00	36	100.00
0.00	2671	0.00	36	100.00
0.00	2099	0.00	36	100.00
0.00	1870	0.00	36	100.00
0.00	1509	0.00	36	100.00
0.00	1103	0.00	36	100.00
0.00	706	0.00	36	100.00
0.00	554	0.00	36	100.00
0.00	529	0.00	36	100.00
0.00	785	0.00	36	100.00
0.00	1738	0.00	36	100.00
0.00	2757	0.00	36	100.00
0.00	3710	0.00	36	100.00
0.00	3169	0.00	36	100.00
0.00	2910	0.00	36	100.00
0.00	2675	0.00	36	100.00
0.00	2707	0.00	36	100.00
0.00	2965	0.00	36	100.00
0.00	3101	0.00	36	100.00
0.00	3227	0.00	36	100.00
0.00	3723	0.00	36	100.00
0.00	4200	0.00	36	100.00
0.00	4339	0.00	36	100.00
0.00	4190	0.00	36	100.00
0.00	3617	0.00	36	100.00
0.00	2679	0.00	36	100.00
0.00	2260	0.00	36	100.00
0.00	1951	0.00	36	100.00
0.00	1481	0.00	36	100.00
0.00	1128	0.00	36	100.00
0.00	802	0.00	36	100.00
0.00	581	0.00	36	100.00
0.00	537	0.00	36	100.00
0.00	841	0.00	36	100.00
0.00	1744	0.00	36	100.00
0.00	2838	0.00	36	100.00
0.00	3656	0.00	36	100.00

Report Data

0.00	3213	0.00	36	100.00
0.00	2909	0.00	36	100.00
0.00	2826	0.00	36	100.00
0.00	2794	0.00	36	100.00
0.00	2970	0.00	36	100.00
0.00	3135	0.00	36	100.00
0.00	3631	0.00	36	100.00
0.00	3810	0.00	36	100.00
0.00	4220	0.00	36	100.00
1.20	4430	0.50	36	100.00
0.00	4069	0.00	36	100.00
0.00	3533	0.00	36	100.00
0.00	2929	0.00	36	100.00
0.00	2326	0.00	36	100.00
0.00	1969	0.00	36	100.00
0.00	1541	0.00	36	100.00
0.00	1220	0.00	36	100.00
0.00	810	0.00	36	100.00
0.00	572	0.00	36	100.00
0.00	566	0.00	36	100.00
0.00	803	0.00	36	100.00
0.00	1607	0.00	36	100.00
0.00	2600	0.00	36	100.00
0.00	3512	0.00	36	100.00
0.00	3309	0.00	36	100.00
0.00	3065	0.00	36	100.00
0.00	2817	0.00	36	100.00
0.00	2956	0.00	36	100.00
0.00	3195	0.00	36	100.00
0.00	3407	0.00	36	100.00
0.00	3653	0.00	36	100.00
0.00	3964	0.00	36	100.00
13.00	4134	5.70	36	100.00
10.20	4065	4.70	36	100.00
0.00	4246	0.00	36	100.00
15.20	3507	6.10	36	100.00
0.00	2829	0.00	36	100.00
0.00	2568	0.00	36	100.00
0.00	2220	0.00	36	100.00
0.00	1801	0.00	36	100.00
0.00	1370	0.00	36	100.00

Report Data

7AM Average	3198 AM Peak	3198
8AM Average	2911	
4PM Average	4296 PM Peak	4296
5PM Average	4140	

PeMS Report Description

Report Description

Report	Aggregates>Time Series
Route Name	
Route Description	
Report link	https://pems.dot.ca.gov:443/?report_form=1&dnnode=VDS&content=lo
Report generated	09/24/2025 10:07
PeMS version	caltrans_pems-20.0.1

Report Parameters

Parameter	Value
Quantity	Flow
Data	16,416 Lane Points
Data Quality	100% Observed
Segment Type	VDS
Segment Name	Mainline VDS 818591 - NUEVO ROAD
start date	05/01/2024 00:00:00
end date	05/31/2024 23:59:59
Day of Week	Tu,We,Th,Fr
Granularity	hour

PeMS Report Description

[ops&tab=det_timeseries&station_id=818591&s_time_id=1714521600&s_time_id_f=05%2F01%2F20](#)

PeMS Report Description

[124+00%3A00&e_time_id=1717199940&e_time_id_f=05%2F31%2F2024+23%3A59&tod=all&tod_fror](#)

PeMS Report Description

n=0&tod_to=0&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&q2=truck_prop&gn=hour&i

PeMS Report Description

[agg=on&lane1=on&lane2=on&lane3=on](#)

Report Data

Hour	Hour	Lane 1 Flow (Ve	Lane 1 Truck Pr	Lane 2 Flow (Ve	Lane 2 Truck Pr	Lane 3 Flow (Ve
0	5/1/2024 0:00	206	0.00	0	0.00	157
1	5/1/2024 1:00	213	0.00	493	45.60	136
2	5/1/2024 2:00	182	0.00	573	45.00	131
3	5/1/2024 3:00	325	0.00	310	21.90	175
4	5/1/2024 4:00	798	0.00	619	16.80	339
5	5/1/2024 5:00	1326	0.00	1008	19.20	514
6	5/1/2024 6:00	1751	0.00	1323	15.50	261
7	5/1/2024 7:00	1365	0.00	1129	6.00	454
8	5/1/2024 8:00	1311	0.00	1029	12.90	548
9	5/1/2024 9:00	1197	0.00	1044	18.10	643
10	5/1/2024 10:00	1214	0.00	1029	16.50	724
11	5/1/2024 11:00	1145	0.00	1071	9.10	698
12	5/1/2024 12:00	1433	0.00	1160	2.20	751
13	5/1/2024 13:00	1544	0.00	1200	7.70	787
14	5/1/2024 14:00	1709	0.00	1328	5.40	885
15	5/1/2024 15:00	1820	0.00	1463	4.20	914
16	5/1/2024 16:00	1816	0.00	1484	5.50	1022
17	5/1/2024 17:00	631	0.00	1831	2.10	1052
18	5/1/2024 18:00	612	0.00	104	0.00	912
19	5/1/2024 19:00	699	0.00	0	0.00	200
20	5/1/2024 20:00	583	0.00	0	0.00	176
21	5/1/2024 21:00	493	0.00	0	0.00	192
22	5/1/2024 22:00	497	0.00	105	0.00	180
23	5/1/2024 23:00	342	0.00	219	0.00	180
0	5/2/2024 0:00	209	0.00	0	0.00	166
1	5/2/2024 1:00	166	0.00	102	2.00	139
2	5/2/2024 2:00	146	0.00	130	22.30	146
3	5/2/2024 3:00	342	0.00	354	23.40	194
4	5/2/2024 4:00	793	0.00	151	4.00	348
5	5/2/2024 5:00	667	0.00	411	0.00	532
6	5/2/2024 6:00	1187	0.00	1321	8.50	740
7	5/2/2024 7:00	1546	0.00	1163	14.20	559
8	5/2/2024 8:00	1284	0.00	1077	15.30	657
9	5/2/2024 9:00	1278	0.00	1033	16.60	651
10	5/2/2024 10:00	929	0.00	1010	1.40	662
11	5/2/2024 11:00	1278	0.00	1133	1.40	700
12	5/2/2024 12:00	1093	0.00	1152	1.20	767
13	5/2/2024 13:00	1403	0.00	1299	1.80	791
14	5/2/2024 14:00	1549	0.00	1393	2.30	889
15	5/2/2024 15:00	1731	0.00	1422	0.10	964
16	5/2/2024 16:00	1131	0.00	1533	0.00	1049
17	5/2/2024 17:00	532	0.00	1881	1.70	1039
18	5/2/2024 18:00	723	0.00	0	0.00	399
19	5/2/2024 19:00	635	0.00	0	0.00	154
20	5/2/2024 20:00	502	0.00	91	0.00	184
21	5/2/2024 21:00	425	0.00	280	0.00	142
22	5/2/2024 22:00	459	0.00	348	0.90	61
23	5/2/2024 23:00	408	0.00	72	0.00	105
0	5/3/2024 0:00	272	0.00	0	0.00	115
1	5/3/2024 1:00	235	0.00	57	26.30	160
2	5/3/2024 2:00	207	0.00	2132	48.80	112

Report Data

3	5/3/2024 3:00	300	0.00	531	27.70	188
4	5/3/2024 4:00	674	0.00	607	5.80	226
5	5/3/2024 5:00	1249	0.00	952	1.70	198
6	5/3/2024 6:00	1703	0.00	1312	1.80	169
7	5/3/2024 7:00	1460	0.00	1084	2.30	459
8	5/3/2024 8:00	1389	0.00	1100	9.40	591
9	5/3/2024 9:00	1320	0.00	1096	14.10	682
10	5/3/2024 10:00	1399	0.00	1088	16.50	724
11	5/3/2024 11:00	1295	0.00	1221	10.60	764
12	5/3/2024 12:00	1395	0.00	1243	8.00	823
13	5/3/2024 13:00	1682	0.00	1355	7.80	855
14	5/3/2024 14:00	1800	0.00	1389	6.60	947
15	5/3/2024 15:00	1283	0.00	1491	0.90	950
16	5/3/2024 16:00	1004	0.00	1466	0.00	981
17	5/3/2024 17:00	352	0.00	1864	0.70	976
18	5/3/2024 18:00	381	0.00	0	0.00	917
19	5/3/2024 19:00	682	0.00	0	0.00	784
20	5/3/2024 20:00	700	0.00	0	0.00	261
21	5/3/2024 21:00	394	0.00	213	5.20	168
22	5/3/2024 22:00	514	0.00	0	0.00	121
23	5/3/2024 23:00	473	0.00	104	0.00	117
0	5/7/2024 0:00	285	0.00	307	3.60	187
1	5/7/2024 1:00	143	0.00	192	15.10	127
2	5/7/2024 2:00	187	0.00	232	25.40	141
3	5/7/2024 3:00	317	0.00	317	20.20	168
4	5/7/2024 4:00	847	0.00	622	19.90	340
5	5/7/2024 5:00	1318	0.00	969	16.40	535
6	5/7/2024 6:00	1818	0.00	1326	16.40	736
7	5/7/2024 7:00	1493	0.00	1118	13.10	641
8	5/7/2024 8:00	1235	0.00	902	16.60	505
9	5/7/2024 9:00	1150	0.00	838	22.70	460
10	5/7/2024 10:00	1141	0.00	834	18.10	483
11	5/7/2024 11:00	1048	0.00	908	10.10	488
12	5/7/2024 12:00	1105	0.00	895	0.00	501
13	5/7/2024 13:00	1064	0.00	948	0.00	490
14	5/7/2024 14:00	1525	0.00	1173	0.00	733
15	5/7/2024 15:00	1468	0.00	1419	0.00	888
16	5/7/2024 16:00	1408	0.00	1514	0.00	994
17	5/7/2024 17:00	928	0.00	1861	1.70	1018
18	5/7/2024 18:00	601	0.00	226	0.00	898
19	5/7/2024 19:00	695	0.00	0	0.00	313
20	5/7/2024 20:00	559	0.00	0	0.00	157
21	5/7/2024 21:00	534	0.00	251	14.70	128
22	5/7/2024 22:00	436	0.00	0	0.00	109
23	5/7/2024 23:00	414	0.00	37	0.00	129
0	5/8/2024 0:00	271	0.00	94	9.60	114
1	5/8/2024 1:00	231	0.00	169	45.60	146
2	5/8/2024 2:00	191	0.00	173	43.90	131
3	5/8/2024 3:00	323	0.00	133	32.30	182
4	5/8/2024 4:00	868	0.00	281	18.10	367
5	5/8/2024 5:00	1356	0.00	915	8.70	532
6	5/8/2024 6:00	1803	0.00	1495	25.40	746

Report Data

7	5/8/2024 7:00	1568	0.00	1180	17.10	701
8	5/8/2024 8:00	1276	0.00	1089	15.60	586
9	5/8/2024 9:00	1291	0.00	1046	17.70	677
10	5/8/2024 10:00	1199	0.00	1009	15.80	622
11	5/8/2024 11:00	1296	0.00	1119	15.50	719
12	5/8/2024 12:00	1256	0.00	1164	14.00	737
13	5/8/2024 13:00	1591	0.00	1221	2.70	789
14	5/8/2024 14:00	1163	0.00	1374	0.00	864
15	5/8/2024 15:00	1835	0.00	1419	0.00	912
16	5/8/2024 16:00	1558	0.00	1535	0.00	983
17	5/8/2024 17:00	369	0.00	2027	6.30	980
18	5/8/2024 18:00	491	0.00	0	0.00	714
19	5/8/2024 19:00	741	0.00	0	0.00	169
20	5/8/2024 20:00	649	0.00	0	0.00	144
21	5/8/2024 21:00	504	0.00	142	23.90	149
22	5/8/2024 22:00	296	0.00	42	0.00	99
23	5/8/2024 23:00	255	0.00	252	0.00	93
0	5/9/2024 0:00	229	0.00	101	14.90	173
1	5/9/2024 1:00	244	0.00	376	43.90	160
2	5/9/2024 2:00	211	0.00	233	19.70	128
3	5/9/2024 3:00	355	0.00	332	23.50	204
4	5/9/2024 4:00	849	0.00	661	22.10	381
5	5/9/2024 5:00	1381	0.00	977	18.60	547
6	5/9/2024 6:00	1813	0.00	1249	16.30	755
7	5/9/2024 7:00	1560	0.00	1150	15.20	640
8	5/9/2024 8:00	1318	0.00	1061	16.60	576
9	5/9/2024 9:00	1283	0.00	1098	17.30	713
10	5/9/2024 10:00	1134	0.00	1110	14.60	733
11	5/9/2024 11:00	1329	0.00	1164	8.80	724
12	5/9/2024 12:00	1447	0.00	1161	8.40	782
13	5/9/2024 13:00	1673	0.00	1247	11.70	832
14	5/9/2024 14:00	1661	0.00	1362	10.90	894
15	5/9/2024 15:00	1434	0.00	1487	0.00	985
16	5/9/2024 16:00	1891	0.00	1578	0.00	996
17	5/9/2024 17:00	689	0.00	973	0.50	943
18	5/9/2024 18:00	613	0.00	0	0.00	756
19	5/9/2024 19:00	595	0.00	0	0.00	180
20	5/9/2024 20:00	476	0.00	9	44.40	107
21	5/9/2024 21:00	617	0.00	0	0.00	150
22	5/9/2024 22:00	387	0.00	65	0.00	89
23	5/9/2024 23:00	304	0.00	363	9.60	144
0	5/10/2024 0:00	299	0.00	160	0.00	199
1	5/10/2024 1:00	249	0.00	297	23.20	175
2	5/10/2024 2:00	236	0.00	280	22.90	142
3	5/10/2024 3:00	328	0.00	448	36.20	193
4	5/10/2024 4:00	776	0.00	1210	47.30	358
5	5/10/2024 5:00	1300	0.00	979	19.90	578
6	5/10/2024 6:00	1839	0.00	1286	17.00	757
7	5/10/2024 7:00	1609	0.00	1227	15.20	697
8	5/10/2024 8:00	1355	0.00	1118	15.60	588
9	5/10/2024 9:00	1226	0.00	1036	14.20	652
10	5/10/2024 10:00	1438	0.00	1179	14.20	757

Report Data

11	5/10/2024 11:00	1450	0.00	1233	12.80	831
12	5/10/2024 12:00	809	0.00	1323	0.00	800
13	5/10/2024 13:00	1134	0.00	1413	0.10	905
14	5/10/2024 14:00	1168	0.00	1441	0.00	938
15	5/10/2024 15:00	1455	0.00	1483	0.00	1005
16	5/10/2024 16:00	488	0.00	1404	1.40	1216
17	5/10/2024 17:00	490	0.00	1011	0.00	1079
18	5/10/2024 18:00	700	0.00	949	0.00	479
19	5/10/2024 19:00	779	0.00	0	0.00	147
20	5/10/2024 20:00	647	0.00	0	0.00	234
21	5/10/2024 21:00	409	0.00	83	0.00	194
22	5/10/2024 22:00	526	0.00	208	0.00	147
23	5/10/2024 23:00	287	0.00	263	0.00	111
0	5/14/2024 0:00	290	0.00	33	0.00	126
1	5/14/2024 1:00	164	0.00	51	29.40	132
2	5/14/2024 2:00	172	0.00	856	47.90	130
3	5/14/2024 3:00	325	0.00	761	40.70	192
4	5/14/2024 4:00	789	0.00	635	18.90	352
5	5/14/2024 5:00	1308	0.00	967	16.60	563
6	5/14/2024 6:00	1793	0.00	1315	16.60	746
7	5/14/2024 7:00	1528	0.00	1137	17.40	660
8	5/14/2024 8:00	1346	0.00	1043	16.70	594
9	5/14/2024 9:00	1231	0.00	1048	17.30	586
10	5/14/2024 10:00	1114	0.00	976	15.70	659
11	5/14/2024 11:00	849	0.00	1104	0.00	678
12	5/14/2024 12:00	1395	0.00	1131	3.60	742
13	5/14/2024 13:00	1568	0.00	1259	8.50	767
14	5/14/2024 14:00	1619	0.00	1323	6.00	868
15	5/14/2024 15:00	1329	0.00	1367	0.00	885
16	5/14/2024 16:00	1144	0.00	1555	0.00	1049
17	5/14/2024 17:00	833	0.00	1903	9.50	1116
18	5/14/2024 18:00	423	0.00	99	0.00	870
19	5/14/2024 19:00	744	0.00	0	0.00	245
20	5/14/2024 20:00	530	0.00	0	0.00	174
21	5/14/2024 21:00	384	0.00	89	3.40	157
22	5/14/2024 22:00	288	0.00	149	0.00	94
23	5/14/2024 23:00	244	0.00	344	0.00	139
0	5/15/2024 0:00	202	0.00	109	0.00	184
1	5/15/2024 1:00	207	0.00	712	45.80	128
2	5/15/2024 2:00	175	0.00	1303	45.20	128
3	5/15/2024 3:00	327	0.00	343	22.70	197
4	5/15/2024 4:00	853	0.00	632	20.90	374
5	5/15/2024 5:00	1321	0.00	997	17.50	555
6	5/15/2024 6:00	1847	0.00	1351	15.00	738
7	5/15/2024 7:00	1278	0.00	1168	4.20	320
8	5/15/2024 8:00	1405	0.00	1115	4.20	509
9	5/15/2024 9:00	1191	0.00	1050	13.20	620
10	5/15/2024 10:00	1160	0.00	1038	16.00	678
11	5/15/2024 11:00	1322	0.00	1124	16.20	661
12	5/15/2024 12:00	1362	0.00	1313	11.30	782
13	5/15/2024 13:00	1246	0.00	2564	0.40	859
14	5/15/2024 14:00	1316	0.00	1313	4.20	849

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15	5/15/2024 15:00	989	0.00	1396	0.40	894
16	5/15/2024 16:00	1338	0.00	1538	0.00	996
17	5/15/2024 17:00	848	0.00	1874	0.30	1046
18	5/15/2024 18:00	717	0.00	328	0.00	678
19	5/15/2024 19:00	643	0.00	0	0.00	242
20	5/15/2024 20:00	375	0.00	136	0.00	187
21	5/15/2024 21:00	506	0.00	173	0.00	122
22	5/15/2024 22:00	344	0.00	466	0.20	99
23	5/15/2024 23:00	287	0.00	172	0.00	211
0	5/16/2024 0:00	254	0.00	93	0.00	37
1	5/16/2024 1:00	205	0.00	333	0.00	101
2	5/16/2024 2:00	187	0.00	350	40.90	82
3	5/16/2024 3:00	338	0.00	1331	49.00	101
4	5/16/2024 4:00	838	0.00	1597	49.50	239
5	5/16/2024 5:00	1301	0.00	984	18.70	408
6	5/16/2024 6:00	1851	0.00	1324	16.00	570
7	5/16/2024 7:00	1544	0.00	1156	15.20	513
8	5/16/2024 8:00	1286	0.00	1061	16.70	665
9	5/16/2024 9:00	1287	0.00	1062	16.90	642
10	5/16/2024 10:00	1208	0.00	1075	16.70	667
11	5/16/2024 11:00	1344	0.00	1149	14.90	701
12	5/16/2024 12:00	1305	0.00	1157	12.00	720
13	5/16/2024 13:00	1430	0.00	1300	1.60	813
14	5/16/2024 14:00	1748	0.00	1409	0.60	883
15	5/16/2024 15:00	1342	0.00	1492	0.00	927
16	5/16/2024 16:00	1690	0.00	1524	0.00	970
17	5/16/2024 17:00	362	0.00	2175	0.00	502
18	5/16/2024 18:00	614	0.00	0	0.00	326
19	5/16/2024 19:00	791	0.00	0	0.00	193
20	5/16/2024 20:00	545	0.00	0	0.00	156
21	5/16/2024 21:00	338	0.00	260	0.00	137
22	5/16/2024 22:00	433	0.00	0	0.00	111
23	5/16/2024 23:00	462	0.00	354	0.60	217
0	5/17/2024 0:00	353	0.00	3258	25.60	151
1	5/17/2024 1:00	68	0.00	3414	3.40	4
2	5/17/2024 2:00	250	0.00	1146	8.10	94
3	5/17/2024 3:00	327	0.00	353	20.40	190
4	5/17/2024 4:00	772	0.00	589	19.40	201
5	5/17/2024 5:00	1295	0.00	985	18.60	335
6	5/17/2024 6:00	1836	0.00	1307	17.70	504
7	5/17/2024 7:00	1546	0.00	1186	13.60	547
8	5/17/2024 8:00	1431	0.00	1114	15.70	664
9	5/17/2024 9:00	1353	0.00	1112	16.70	719
10	5/17/2024 10:00	1413	0.00	1150	16.20	717
11	5/17/2024 11:00	1526	0.00	1200	14.70	795
12	5/17/2024 12:00	1218	0.00	1305	1.10	814
13	5/17/2024 13:00	1082	0.00	1399	0.00	873
14	5/17/2024 14:00	1349	0.00	1472	0.00	952
15	5/17/2024 15:00	1894	0.00	1489	0.80	966
16	5/17/2024 16:00	1808	0.00	1523	2.10	999
17	5/17/2024 17:00	1412	0.00	1516	0.70	1006
18	5/17/2024 18:00	378	0.00	1035	0.00	974

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19	5/17/2024 19:00	639	0.00	0	0.00	262
20	5/17/2024 20:00	737	0.00	73	8.20	164
21	5/17/2024 21:00	555	0.00	404	20.00	189
22	5/17/2024 22:00	428	0.00	215	0.00	167
23	5/17/2024 23:00	417	0.00	171	0.00	95
0	5/21/2024 0:00	310	0.00	434	3.70	75
1	5/21/2024 1:00	242	0.00	233	18.00	117
2	5/21/2024 2:00	242	0.00	2283	48.30	143
3	5/21/2024 3:00	328	0.00	3154	48.00	130
4	5/21/2024 4:00	889	0.00	919	28.20	88
5	5/21/2024 5:00	1366	0.00	960	16.80	164
6	5/21/2024 6:00	1873	0.00	1329	18.90	395
7	5/21/2024 7:00	1520	0.00	1107	17.30	446
8	5/21/2024 8:00	1314	0.00	1068	18.50	634
9	5/21/2024 9:00	849	0.00	924	11.40	610
10	5/21/2024 10:00	747	0.00	1065	1.30	853
11	5/21/2024 11:00	302	0.00	1066	0.00	697
12	5/21/2024 12:00	1081	0.00	1213	0.20	728
13	5/21/2024 13:00	1282	0.00	1232	1.10	776
14	5/21/2024 14:00	975	0.00	1339	0.30	873
15	5/21/2024 15:00	1571	0.00	1424	0.00	920
16	5/21/2024 16:00	915	0.00	1511	0.30	947
17	5/21/2024 17:00	643	0.00	1713	10.20	1014
18	5/21/2024 18:00	844	0.00	196	0.00	777
19	5/21/2024 19:00	582	0.00	0	0.00	193
20	5/21/2024 20:00	577	0.00	0	0.00	109
21	5/21/2024 21:00	532	0.00	251	2.00	140
22	5/21/2024 22:00	376	0.00	52	0.00	123
23	5/21/2024 23:00	262	0.00	141	0.00	129
0	5/22/2024 0:00	287	0.00	95	20.00	132
1	5/22/2024 1:00	209	0.00	127	30.70	112
2	5/22/2024 2:00	185	0.00	88	23.90	116
3	5/22/2024 3:00	298	0.00	284	44.00	186
4	5/22/2024 4:00	854	0.00	693	29.30	341
5	5/22/2024 5:00	1393	0.00	1043	16.50	560
6	5/22/2024 6:00	1873	0.00	1756	45.00	732
7	5/22/2024 7:00	1578	0.00	1118	18.50	679
8	5/22/2024 8:00	1363	0.00	1093	16.80	509
9	5/22/2024 9:00	1296	0.00	1109	19.00	648
10	5/22/2024 10:00	1217	0.00	1019	17.70	669
11	5/22/2024 11:00	1377	0.00	1169	14.40	747
12	5/22/2024 12:00	895	0.00	1217	1.30	763
13	5/22/2024 13:00	1387	0.00	1266	0.30	809
14	5/22/2024 14:00	1487	0.00	1362	1.20	861
15	5/22/2024 15:00	1320	0.00	1466	0.00	881
16	5/22/2024 16:00	1634	0.00	1587	0.00	1011
17	5/22/2024 17:00	1226	0.00	1922	2.60	1021
18	5/22/2024 18:00	618	0.00	533	0.00	867
19	5/22/2024 19:00	448	0.00	0	0.00	188
20	5/22/2024 20:00	567	0.00	24	0.00	190
21	5/22/2024 21:00	471	0.00	0	0.00	116
22	5/22/2024 22:00	477	0.00	113	0.00	119

Report Data

23	5/22/2024 23:00	386	0.00	336	0.60	135
0	5/23/2024 0:00	284	0.00	427	4.00	105
1	5/23/2024 1:00	231	0.00	1266	42.70	92
2	5/23/2024 2:00	129	0.00	3594	32.40	69
3	5/23/2024 3:00	191	0.00	3381	9.00	55
4	5/23/2024 4:00	781	0.00	2603	43.90	260
5	5/23/2024 5:00	1256	0.00	1354	32.60	454
6	5/23/2024 6:00	1785	0.00	1356	14.10	725
7	5/23/2024 7:00	1515	0.00	1170	15.30	671
8	5/23/2024 8:00	1314	0.00	1051	18.10	464
9	5/23/2024 9:00	1204	0.00	1014	16.60	631
10	5/23/2024 10:00	1129	0.00	1008	10.40	652
11	5/23/2024 11:00	1199	0.00	1160	4.00	756
12	5/23/2024 12:00	1284	0.00	1195	6.90	763
13	5/23/2024 13:00	1189	0.00	1250	0.00	816
14	5/23/2024 14:00	798	0.00	1409	0.00	972
15	5/23/2024 15:00	1472	0.00	1519	0.00	1013
16	5/23/2024 16:00	913	0.00	1532	0.00	1012
17	5/23/2024 17:00	670	0.00	1536	0.60	1003
18	5/23/2024 18:00	696	0.00	101	0.00	897
19	5/23/2024 19:00	683	0.00	0	0.00	226
20	5/23/2024 20:00	588	0.00	44	0.00	194
21	5/23/2024 21:00	465	0.00	264	0.00	180
22	5/23/2024 22:00	453	0.00	45	0.00	221
23	5/23/2024 23:00	254	0.00	421	0.00	232
0	5/24/2024 0:00	141	0.00	2438	0.00	113
1	5/24/2024 1:00	229	0.00	1553	2.10	116
2	5/24/2024 2:00	193	0.00	350	30.30	159
3	5/24/2024 3:00	303	0.00	367	28.30	193
4	5/24/2024 4:00	767	0.00	1610	43.40	327
5	5/24/2024 5:00	1279	0.00	2846	45.30	382
6	5/24/2024 6:00	1782	0.00	1400	27.00	465
7	5/24/2024 7:00	1404	0.00	1081	15.20	476
8	5/24/2024 8:00	1341	0.00	1139	5.40	555
9	5/24/2024 9:00	1317	0.00	1075	12.00	677
10	5/24/2024 10:00	1405	0.00	1140	13.50	735
11	5/24/2024 11:00	1573	0.00	1258	16.70	774
12	5/24/2024 12:00	1506	0.00	1273	8.20	793
13	5/24/2024 13:00	1477	0.00	1320	6.40	817
14	5/24/2024 14:00	1391	0.00	1476	1.90	931
15	5/24/2024 15:00	1323	0.00	1541	3.10	921
16	5/24/2024 16:00	1462	0.00	1498	0.50	978
17	5/24/2024 17:00	1122	0.00	1471	0.00	920
18	5/24/2024 18:00	717	0.00	969	12.00	955
19	5/24/2024 19:00	615	0.00	0	0.00	283
20	5/24/2024 20:00	619	0.00	0	0.00	195
21	5/24/2024 21:00	981	0.00	148	0.00	202
22	5/24/2024 22:00	984	0.00	696	0.00	180
23	5/24/2024 23:00	526	0.00	283	0.00	256
0	5/28/2024 0:00	225	0.00	32	0.00	156
1	5/28/2024 1:00	178	0.00	188	23.90	80
2	5/28/2024 2:00	156	0.00	152	32.20	82

Report Data

3	5/28/2024 3:00	354	0.00	231	29.40	156
4	5/28/2024 4:00	882	0.00	151	17.20	342
5	5/28/2024 5:00	1391	0.00	596	8.70	527
6	5/28/2024 6:00	1883	0.00	1955	45.50	767
7	5/28/2024 7:00	1528	0.00	1104	16.60	543
8	5/28/2024 8:00	1204	0.00	1080	13.80	731
9	5/28/2024 9:00	1039	0.00	1033	7.40	702
10	5/28/2024 10:00	1044	0.00	1037	0.50	723
11	5/28/2024 11:00	1147	0.00	1155	3.50	730
12	5/28/2024 12:00	1505	0.00	1156	7.40	767
13	5/28/2024 13:00	1538	0.00	1244	6.50	790
14	5/28/2024 14:00	1712	0.00	1334	6.70	875
15	5/28/2024 15:00	1831	0.00	1438	7.90	961
16	5/28/2024 16:00	1914	0.00	1470	8.80	994
17	5/28/2024 17:00	1836	0.00	1338	21.70	950
18	5/28/2024 18:00	1131	0.00	0	0.00	827
19	5/28/2024 19:00	609	0.00	80	0.00	613
20	5/28/2024 20:00	530	0.00	0	0.00	130
21	5/28/2024 21:00	569	0.00	0	0.00	193
22	5/28/2024 22:00	463	0.00	166	16.30	80
23	5/28/2024 23:00	226	0.00	37	0.00	136
0	5/29/2024 0:00	205	0.00	128	2.30	94
1	5/29/2024 1:00	218	0.00	139	9.40	147
2	5/29/2024 2:00	200	0.00	144	25.00	86
3	5/29/2024 3:00	234	0.00	2617	22.00	140
4	5/29/2024 4:00	818	0.00	1214	16.10	166
5	5/29/2024 5:00	1387	0.00	967	19.10	280
6	5/29/2024 6:00	1811	0.00	1380	15.60	348
7	5/29/2024 7:00	1532	0.00	1134	16.00	571
8	5/29/2024 8:00	1331	0.00	1078	15.20	531
9	5/29/2024 9:00	1221	0.00	1027	18.30	633
10	5/29/2024 10:00	1180	0.00	1034	16.70	672
11	5/29/2024 11:00	1337	0.00	1136	9.80	714
12	5/29/2024 12:00	1373	0.00	1207	2.00	759
13	5/29/2024 13:00	1287	0.00	1200	1.30	747
14	5/29/2024 14:00	1354	0.00	1351	0.00	842
15	5/29/2024 15:00	1827	0.00	1521	0.20	981
16	5/29/2024 16:00	1918	0.00	1541	0.40	968
17	5/29/2024 17:00	763	0.00	1827	0.00	855
18	5/29/2024 18:00	686	0.00	299	0.00	245
19	5/29/2024 19:00	538	0.00	0	0.00	141
20	5/29/2024 20:00	546	0.00	0	0.00	219
21	5/29/2024 21:00	397	0.00	100	0.00	250
22	5/29/2024 22:00	395	0.00	102	0.00	113
23	5/29/2024 23:00	215	0.00	213	14.10	125
0	5/30/2024 0:00	199	0.00	110	0.00	161
1	5/30/2024 1:00	210	0.00	181	2.80	129
2	5/30/2024 2:00	208	0.00	85	29.40	132
3	5/30/2024 3:00	336	0.00	360	22.20	166
4	5/30/2024 4:00	819	0.00	1725	43.80	172
5	5/30/2024 5:00	1393	0.00	2082	42.30	17
6	5/30/2024 6:00	1880	0.00	1843	35.10	624

Report Data

7	5/30/2024 7:00	1579	0.00	1164	16.20	585
8	5/30/2024 8:00	1068	0.00	1103	11.10	655
9	5/30/2024 9:00	1275	0.00	1096	4.00	680
10	5/30/2024 10:00	1096	0.00	1085	5.20	690
11	5/30/2024 11:00	1219	0.00	1128	6.90	636
12	5/30/2024 12:00	1339	0.00	1205	0.10	771
13	5/30/2024 13:00	1684	0.00	1331	2.90	778
14	5/30/2024 14:00	1715	0.00	1344	7.10	869
15	5/30/2024 15:00	1890	0.00	1457	7.40	939
16	5/30/2024 16:00	1912	0.00	1561	9.40	992
17	5/30/2024 17:00	1867	0.00	875	27.50	954
18	5/30/2024 18:00	1647	0.00	105	7.60	235
19	5/30/2024 19:00	703	0.00	0	0.00	192
20	5/30/2024 20:00	543	0.00	0	0.00	187
21	5/30/2024 21:00	610	0.00	119	0.00	152
22	5/30/2024 22:00	463	0.00	380	0.80	98
23	5/30/2024 23:00	426	0.00	92	0.00	73
0	5/31/2024 0:00	259	0.00	207	0.00	97
1	5/31/2024 1:00	204	0.00	119	4.20	151
2	5/31/2024 2:00	222	0.00	148	24.30	134
3	5/31/2024 3:00	346	0.00	155	24.50	183
4	5/31/2024 4:00	726	0.00	468	12.00	319
5	5/31/2024 5:00	1322	0.00	1453	33.00	500
6	5/31/2024 6:00	1718	0.00	2083	30.80	782
7	5/31/2024 7:00	1642	0.00	1181	16.80	610
8	5/31/2024 8:00	1483	0.00	1094	15.90	628
9	5/31/2024 9:00	1320	0.00	1068	17.40	674
10	5/31/2024 10:00	1309	0.00	1100	14.00	762
11	5/31/2024 11:00	1155	0.00	1211	7.80	758
12	5/31/2024 12:00	1394	0.00	1248	2.90	786
13	5/31/2024 13:00	1640	0.00	1376	1.50	840
14	5/31/2024 14:00	1772	0.00	1394	4.70	901
15	5/31/2024 15:00	1841	0.00	1490	6.70	993
16	5/31/2024 16:00	1797	0.00	1484	8.70	918
17	5/31/2024 17:00	1852	0.00	1309	21.50	1019
18	5/31/2024 18:00	986	0.00	105	0.00	870
19	5/31/2024 19:00	565	0.00	0	0.00	203
20	5/31/2024 20:00	582	0.00	0	0.00	105
21	5/31/2024 21:00	551	0.00	0	0.00	218
22	5/31/2024 22:00	445	0.00	0	0.00	187
23	5/31/2024 23:00	304	0.00	105	0.00	60

Report Data

Lane 3 Truck Pr Flow (Veh/Hour)	Truck Prop (%)	# Lane Points	% Observed	
8.30	363	3.60	36	100.00
39.70	842	33.10	36	94.40
40.50	886	35.10	36	100.00
43.40	810	17.80	36	100.00
46.00	1756	14.80	36	100.00
38.30	2848	13.70	36	100.00
49.00	3335	10.00	36	100.00
24.70	2948	6.10	36	100.00
35.90	2888	11.40	36	100.00
33.70	2884	14.10	36	100.00
31.40	2967	13.40	36	100.00
17.50	2914	7.50	36	100.00
7.30	3344	2.40	36	100.00
15.20	3531	6.00	36	100.00
11.10	3922	4.30	36	100.00
8.90	4197	3.40	36	100.00
5.10	4322	3.10	36	100.00
1.60	3514	1.60	36	86.10
3.10	1628	1.70	36	97.20
34.00	899	7.60	36	100.00
11.90	759	2.80	36	100.00
40.10	685	11.20	36	100.00
21.10	782	4.90	36	94.40
35.60	741	8.60	36	86.10
0.60	375	0.30	36	100.00
2.20	407	1.20	36	88.90
24.70	422	15.40	36	91.70
20.60	890	13.80	36	83.30
11.50	1292	3.60	36	91.70
0.00	1610	0.00	36	86.10
0.70	3248	3.60	36	88.90
34.30	3268	10.90	36	100.00
35.00	3018	13.10	36	100.00
32.30	2962	12.90	36	100.00
4.20	2601	1.60	36	100.00
9.40	3111	2.60	36	100.00
5.50	3012	1.90	36	100.00
4.90	3493	1.80	36	100.00
5.20	3831	2.00	36	100.00
0.20	4117	0.10	36	100.00
0.30	3713	0.10	36	100.00
0.60	3452	1.10	36	94.40
13.80	1122	4.90	36	100.00
45.50	789	8.90	36	100.00
21.20	777	5.00	36	97.20
26.80	847	4.50	36	97.20
34.40	868	2.80	36	83.30
43.80	585	7.90	36	94.40
11.30	387	3.40	36	100.00
31.90	452	14.60	36	94.40
42.00	2451	44.40	36	97.20

Report Data

44.10	1019	22.60	36	100.00
41.20	1507	8.50	36	100.00
40.40	2399	4.00	36	100.00
47.30	3184	3.20	36	100.00
46.00	3003	7.90	36	100.00
41.80	3080	11.40	36	100.00
33.40	3098	12.40	36	100.00
28.20	3211	11.90	36	100.00
20.30	3280	8.70	36	100.00
16.00	3461	6.70	36	100.00
13.50	3892	5.70	36	100.00
11.20	4136	4.80	36	100.00
1.60	3724	0.80	36	100.00
0.00	3451	0.00	36	100.00
0.20	3192	0.50	36	91.70
0.00	1298	0.00	36	100.00
0.00	1466	0.00	36	100.00
16.50	961	4.50	36	100.00
24.40	775	6.70	36	91.70
29.80	635	5.70	36	100.00
25.60	694	4.30	36	94.40
10.70	779	4.00	36	100.00
34.60	462	15.80	36	100.00
40.40	560	20.70	36	100.00
42.30	802	16.80	36	100.00
43.20	1809	15.00	36	100.00
33.10	2822	11.90	36	100.00
34.80	3880	12.20	36	100.00
30.70	3252	10.50	36	100.00
37.00	2642	12.80	36	100.00
34.10	2448	14.20	36	100.00
28.00	2458	11.60	36	100.00
18.00	2444	7.40	36	100.00
2.20	2501	0.40	36	100.00
0.60	2502	0.10	36	100.00
0.00	3431	0.00	36	100.00
0.00	3775	0.00	36	100.00
0.00	3916	0.00	36	100.00
2.80	3807	1.60	36	77.80
0.40	1725	0.20	36	94.40
14.10	1008	4.40	36	100.00
24.80	716	5.40	36	100.00
45.30	913	10.40	36	97.20
11.00	545	2.20	36	100.00
28.70	580	6.40	36	97.20
47.40	479	13.20	36	91.70
34.90	546	23.40	36	97.20
42.00	495	26.50	36	97.20
40.10	638	18.20	36	91.70
41.70	1516	13.50	36	88.90
31.20	2803	8.80	36	69.40
29.50	4044	14.80	36	80.60

Report Data

30.70	3449	12.10	36	100.00
34.00	2951	12.50	36	100.00
32.60	3014	13.50	36	100.00
30.50	2830	12.30	36	100.00
28.20	3134	12.00	36	100.00
23.70	3157	10.70	36	100.00
7.20	3601	2.50	36	100.00
2.40	3401	0.60	36	100.00
1.10	4166	0.20	36	100.00
0.00	4076	0.00	36	100.00
0.10	3376	3.80	36	91.70
0.00	1205	0.00	36	100.00
40.20	910	7.50	36	100.00
41.00	793	7.40	36	100.00
40.90	795	11.90	36	97.20
19.20	437	4.30	36	97.20
6.50	600	1.00	36	83.30
23.10	503	10.90	36	94.40
30.60	780	27.40	36	94.40
41.40	572	17.30	36	100.00
42.60	891	18.50	36	100.00
44.40	1891	16.70	36	100.00
36.40	2905	13.10	36	100.00
29.90	3817	11.30	36	100.00
29.80	3350	10.90	36	100.00
31.60	2955	12.10	36	100.00
39.80	3094	15.30	36	100.00
25.00	2977	11.60	36	100.00
23.80	3217	8.50	36	100.00
19.70	3390	7.40	36	100.00
20.30	3752	8.40	36	100.00
15.10	3917	7.30	36	100.00
0.60	3906	0.20	36	100.00
0.00	4465	0.00	36	100.00
0.00	2605	0.20	36	100.00
7.10	1369	3.90	36	100.00
31.70	775	7.40	36	100.00
24.30	592	5.10	36	100.00
35.30	767	6.90	36	100.00
30.30	541	5.00	36	97.20
16.70	811	7.30	36	91.70
12.10	658	3.60	36	88.90
33.70	721	17.80	36	80.60
44.40	658	19.30	36	75.00
37.30	969	24.10	36	86.10
41.90	2344	30.80	36	94.40
40.30	2857	15.00	36	100.00
31.80	3882	11.80	36	100.00
33.00	3533	11.80	36	100.00
42.20	3061	13.80	36	100.00
29.30	2914	11.60	36	100.00
28.40	3374	11.40	36	100.00

Report Data

23.60	3514	10.10	36	100.00
0.50	2932	0.10	36	100.00
0.70	3452	0.20	36	100.00
0.70	3547	0.20	36	100.00
0.00	3943	0.00	36	100.00
0.00	3108	0.60	36	100.00
0.00	2580	0.00	36	100.00
12.30	2128	2.80	36	97.20
25.90	926	4.10	36	100.00
8.10	881	2.20	36	100.00
22.20	686	6.30	36	97.20
28.60	881	4.80	36	91.70
12.60	661	2.10	36	88.90
26.20	449	7.30	36	97.20
33.30	347	17.00	36	94.40
40.00	1158	39.90	36	91.70
38.00	1278	30.00	36	100.00
45.20	1776	15.70	36	100.00
32.70	2838	12.20	36	100.00
29.10	3854	11.30	36	100.00
29.10	3325	11.70	36	100.00
35.50	2983	12.90	36	100.00
41.50	2865	14.80	36	100.00
31.10	2749	13.00	36	100.00
0.00	2631	0.00	36	100.00
12.40	3268	4.10	36	100.00
17.70	3594	6.80	36	100.00
13.20	3810	5.10	36	100.00
0.00	3581	0.00	36	100.00
0.10	3748	0.00	36	100.00
1.10	3852	5.00	36	86.10
0.00	1392	0.00	36	97.20
26.90	989	6.70	36	100.00
25.30	704	6.30	36	100.00
33.10	630	8.70	36	100.00
10.60	531	1.90	36	91.70
7.90	727	1.50	36	77.80
1.10	495	0.40	36	91.70
21.90	1047	33.80	36	88.90
35.90	1606	39.50	36	100.00
48.20	867	20.00	36	100.00
40.40	1859	15.20	36	100.00
32.40	2873	12.30	36	100.00
29.80	3936	10.70	36	100.00
45.90	2766	7.10	36	100.00
46.80	3029	9.40	36	100.00
30.80	2861	11.50	36	100.00
35.70	2876	14.20	36	100.00
31.30	3107	12.50	36	100.00
30.10	3457	11.10	36	91.70
2.40	4669	0.70	36	88.90
9.20	3478	3.80	36	100.00

Report Data

0.40	3279	0.30	36	100.00
0.00	3872	0.00	36	100.00
0.80	3768	0.30	36	97.20
3.50	1723	1.40	36	91.70
21.10	885	5.80	36	100.00
4.30	698	1.10	36	100.00
38.50	801	5.90	36	91.70
18.20	909	2.10	36	75.00
3.30	670	1.00	36	88.90
27.00	384	2.60	36	91.70
2.00	639	0.30	36	69.40
37.80	619	28.10	36	83.30
47.50	1770	39.50	36	94.40
48.50	2674	33.90	36	100.00
49.30	2693	14.30	36	100.00
49.50	3745	13.20	36	100.00
45.60	3213	12.80	36	100.00
35.80	3012	13.80	36	100.00
32.20	2991	12.90	36	100.00
28.30	2950	12.50	36	100.00
30.20	3194	12.00	36	100.00
22.10	3182	9.40	36	100.00
5.30	3543	1.80	36	100.00
4.50	4040	1.20	36	100.00
1.60	3761	0.40	36	100.00
0.00	4184	0.00	36	100.00
8.60	3039	1.40	36	91.70
21.50	940	7.40	36	97.20
41.50	984	8.10	36	100.00
11.50	701	2.60	36	100.00
15.30	735	2.90	36	88.90
32.40	544	6.60	36	100.00
41.90	1033	9.00	36	77.80
26.50	3762	23.30	36	88.90
0.00	3486	3.40	36	91.70
42.60	1490	8.90	36	94.40
41.10	870	17.20	36	100.00
47.80	1562	13.40	36	100.00
48.70	2615	13.20	36	100.00
49.60	3647	13.20	36	100.00
48.40	3279	13.00	36	100.00
40.40	3209	13.80	36	100.00
29.60	3184	12.50	36	100.00
27.60	3280	11.70	36	100.00
27.50	3521	11.20	36	100.00
4.90	3337	1.60	36	100.00
2.10	3354	0.50	36	100.00
0.80	3773	0.20	36	100.00
4.50	4349	1.30	36	100.00
3.60	4330	1.60	36	100.00
1.70	3934	0.70	36	100.00
0.10	2387	0.00	36	91.70

Report Data

7.60	901	2.20	36	100.00
40.90	974	7.50	36	100.00
24.30	1148	11.10	36	91.70
15.60	810	3.20	36	91.70
31.60	683	4.40	36	91.70
42.70	819	5.90	36	66.70
34.20	592	13.90	36	77.80
44.10	2668	43.70	36	86.10
47.70	3612	43.60	36	100.00
45.50	1896	15.80	36	100.00
37.80	2490	9.00	36	97.20
49.60	3597	12.40	36	100.00
49.80	3073	13.40	36	100.00
40.50	3016	15.10	36	100.00
24.80	2383	10.70	36	100.00
1.10	2665	0.90	36	100.00
0.00	2065	0.00	36	100.00
2.50	3022	0.70	36	100.00
7.20	3290	2.10	36	100.00
0.90	3187	0.40	36	100.00
0.00	3915	0.00	36	100.00
0.70	3373	0.40	36	97.20
1.60	3370	5.60	36	86.10
5.80	1817	2.50	36	94.40
29.00	775	7.20	36	100.00
39.40	686	6.30	36	100.00
7.90	923	1.70	36	94.40
29.30	551	6.50	36	97.20
17.10	532	4.10	36	91.70
39.40	514	13.80	36	91.70
33.90	448	17.20	36	91.70
40.50	389	17.50	36	91.70
46.20	768	27.50	36	91.70
44.30	1888	18.80	36	83.30
35.20	2996	12.30	36	69.40
34.20	4361	23.80	36	100.00
30.00	3375	12.20	36	100.00
48.30	2965	14.50	36	100.00
41.70	3053	15.80	36	100.00
34.50	2905	14.10	36	100.00
25.30	3293	10.80	36	100.00
3.30	2875	1.40	36	100.00
3.00	3462	0.80	36	100.00
7.10	3710	2.10	36	100.00
0.10	3667	0.00	36	100.00
0.00	4232	0.00	36	100.00
1.30	4169	1.50	36	91.70
0.80	2018	0.30	36	88.90
33.50	636	9.90	36	100.00
17.40	781	4.20	36	100.00
19.00	587	3.70	36	100.00
29.40	709	4.90	36	94.40

Report Data

38.50	857	6.30	36	77.80
25.70	816	5.40	36	66.70
40.20	1589	36.40	36	75.00
36.20	3792	31.30	36	100.00
30.90	3627	8.80	36	83.30
48.80	3644	34.90	36	94.40
49.60	3064	21.80	36	100.00
49.40	3866	14.20	36	100.00
45.00	3356	14.30	36	100.00
47.40	2829	14.50	36	100.00
36.90	2849	14.10	36	100.00
23.00	2789	9.10	36	100.00
11.10	3115	4.20	36	100.00
16.10	3242	6.40	36	100.00
0.20	3255	0.10	36	100.00
0.00	3179	0.00	36	100.00
0.00	4004	0.00	36	100.00
0.00	3457	0.00	36	100.00
1.50	3209	0.70	36	83.30
3.80	1694	2.00	36	86.10
28.30	909	7.00	36	100.00
8.80	826	2.10	36	100.00
16.70	909	3.30	36	88.90
20.40	719	6.30	36	97.20
12.10	907	3.10	36	75.00
5.30	2692	0.20	36	80.60
26.70	1898	3.40	36	75.00
44.00	702	25.10	36	66.70
47.70	863	22.70	36	69.40
44.00	2704	31.20	36	80.60
41.90	4507	32.10	36	100.00
49.50	3647	16.70	36	100.00
48.50	2961	13.30	36	100.00
49.50	3035	11.10	36	100.00
36.60	3069	12.30	36	100.00
29.50	3280	11.30	36	100.00
25.10	3605	11.20	36	100.00
14.20	3572	6.10	36	100.00
10.00	3614	4.60	36	100.00
4.00	3798	1.70	36	100.00
5.00	3785	2.50	36	97.20
0.40	3938	0.30	36	100.00
0.00	3513	0.00	36	100.00
0.70	2641	4.70	36	94.40
29.70	898	9.40	36	100.00
10.80	814	2.60	36	100.00
47.00	1331	7.10	36	94.40
20.00	1860	1.90	36	69.40
30.50	1065	7.30	36	86.10
19.20	413	7.30	36	97.20
31.30	446	15.70	36	80.60
41.50	390	21.30	36	83.30

Report Data

42.30	741	18.10	36	83.30
46.20	1375	13.40	36	94.40
38.00	2514	10.00	36	80.60
25.20	4605	23.50	36	83.30
35.20	3175	11.80	36	100.00
25.90	3015	11.20	36	100.00
14.50	2774	6.40	36	100.00
1.70	2804	0.60	36	100.00
14.20	3032	4.70	36	100.00
17.60	3428	6.40	36	100.00
12.90	3572	5.10	36	100.00
10.90	3921	4.70	36	100.00
12.30	4230	5.50	36	100.00
10.70	4378	5.40	36	100.00
7.80	4124	8.80	36	94.40
2.50	1958	1.10	36	100.00
6.00	1302	2.80	36	97.20
24.60	660	4.80	36	100.00
31.60	762	8.00	36	100.00
21.30	709	6.20	36	100.00
4.40	399	1.50	36	97.20
22.30	427	5.60	36	88.90
14.30	504	6.70	36	86.10
39.50	430	16.30	36	86.10
15.70	2991	20.00	36	69.40
48.20	2198	12.60	36	94.40
48.90	2634	12.20	36	100.00
49.10	3539	10.90	36	100.00
48.00	3237	14.10	36	100.00
43.10	2940	13.40	36	100.00
34.30	2881	14.10	36	100.00
27.80	2886	12.50	36	100.00
22.00	3187	8.40	36	100.00
9.50	3339	2.90	36	100.00
3.70	3234	1.30	36	100.00
0.20	3547	0.10	36	100.00
2.80	4329	0.70	36	100.00
2.30	4427	0.60	36	100.00
6.20	3445	1.50	36	100.00
3.70	1230	0.70	36	91.70
32.60	679	6.80	36	100.00
9.60	765	2.70	36	100.00
15.20	747	5.10	36	100.00
5.30	610	1.00	36	94.40
24.00	553	10.80	36	91.70
5.60	470	1.90	36	91.70
9.30	520	3.30	36	83.30
39.40	425	18.10	36	91.70
45.20	862	18.00	36	72.20
48.80	2716	30.90	36	83.30
47.10	3492	25.40	36	88.90
44.70	4347	21.30	36	97.20

Report Data

35.00	3328	11.80	36	100.00
24.40	2826	10.00	36	100.00
11.50	3051	4.00	36	100.00
16.10	2871	5.80	36	100.00
30.30	2983	9.10	36	100.00
8.70	3315	2.10	36	100.00
13.80	3793	3.80	36	100.00
15.80	3928	5.90	36	100.00
12.80	4286	5.30	36	100.00
13.60	4465	6.30	36	100.00
22.00	3696	12.20	36	91.70
49.40	1987	6.20	36	97.20
40.60	895	8.70	36	100.00
20.30	730	5.20	36	100.00
21.10	881	3.60	36	94.40
23.50	941	2.80	36	91.70
34.20	591	4.20	36	94.40
25.80	563	4.40	36	83.30
6.00	474	3.00	36	88.90
38.80	504	17.50	36	86.10
39.90	684	16.20	36	88.90
42.00	1513	12.60	36	75.00
31.60	3275	19.50	36	80.60
24.90	4583	18.30	36	94.40
37.90	3433	12.50	36	100.00
47.10	3205	14.70	36	100.00
31.80	3062	13.10	36	100.00
19.80	3171	9.60	36	100.00
14.40	3124	6.50	36	100.00
9.80	3428	3.30	36	100.00
7.30	3856	2.10	36	100.00
10.80	4067	4.00	36	100.00
7.90	4324	4.10	36	100.00
7.80	4199	4.80	36	100.00
5.40	4180	8.10	36	91.70
0.30	1961	0.20	36	97.20
37.90	768	10.00	36	100.00
19.00	687	2.90	36	100.00
8.70	769	2.50	36	100.00
5.30	632	1.60	36	100.00
25.00	469	3.20	36	94.40

Report Data

7AM Average	3228	AM Peak	3228
8AM Average	2982		
4PM Average	3982	PM Peak	3982
5PM Average	3517		

PeMS Report Description

Report Description

Report	Aggregates>Time Series
Route Name	
Route Description	
Report link	https://pems.dot.ca.gov:443/?report_form=1&dnnode=VDS&content=lo
Report generated	09/24/2025 10:10
PeMS version	caltrans_pems-20.0.1

Report Parameters

Parameter	Value
Quantity	Flow
Data	16,416 Lane Points
Data Quality	96.1% Observed
Segment Type	VDS
Segment Name	Mainline VDS 828801 - SB Placentia Ave OR
start date	05/01/2024 00:00:00
end date	05/31/2024 23:59:59
Day of Week	Tu,We,Th,Fr
Granularity	hour

PeMS Report Description

[ops&tab=det_timeseries&station_id=828801&s_time_id=1714521600&s_time_id_f=05%2F01%2F20](#)

PeMS Report Description

[124+00%3A00&e_time_id=1717199940&e_time_id_f=05%2F31%2F2024+23%3A59&tod=all&tod_fror](#)

PeMS Report Description

n=0&tod_to=0&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&q2=truck_prop&gn=hour&i

PeMS Report Description

[agg=on&lane1=on&lane2=on&lane3=on](#)

Report Data

Hour	Hour	Lane 1 Flow (Ve	Lane 1 Truck Pr	Lane 2 Flow (Ve	Lane 2 Truck Pr	Lane 3 Flow (Ve
0	5/1/2024 0:00	264	0.00	335	40.00	159
1	5/1/2024 1:00	217	0.00	350	36.90	133
2	5/1/2024 2:00	185	0.00	347	39.80	130
3	5/1/2024 3:00	337	0.00	406	33.00	176
4	5/1/2024 4:00	810	0.00	647	28.70	348
5	5/1/2024 5:00	1345	0.00	906	24.60	507
6	5/1/2024 6:00	1770	0.00	1105	29.90	697
7	5/1/2024 7:00	1532	0.00	986	31.80	650
8	5/1/2024 8:00	1308	0.00	914	29.00	624
9	5/1/2024 9:00	1212	0.00	934	24.20	640
10	5/1/2024 10:00	1229	0.00	923	23.20	672
11	5/1/2024 11:00	1279	0.00	973	23.00	677
12	5/1/2024 12:00	1432	0.00	1041	23.40	710
13	5/1/2024 13:00	1557	0.00	1060	24.40	744
14	5/1/2024 14:00	1725	0.00	1126	23.30	837
15	5/1/2024 15:00	1825	0.00	1218	22.20	862
16	5/1/2024 16:00	1813	0.00	1246	29.50	1001
17	5/1/2024 17:00	1784	0.00	1250	43.60	1006
18	5/1/2024 18:00	1688	0.00	1023	24.60	888
19	5/1/2024 19:00	1329	0.00	683	37.90	697
20	5/1/2024 20:00	1096	0.00	611	34.00	556
21	5/1/2024 21:00	879	0.00	569	39.00	456
22	5/1/2024 22:00	676	0.00	512	36.10	340
23	5/1/2024 23:00	481	0.00	459	34.00	240
0	5/2/2024 0:00	294	0.00	335	40.00	164
1	5/2/2024 1:00	197	0.00	315	38.70	130
2	5/2/2024 2:00	194	0.00	315	39.70	142
3	5/2/2024 3:00	354	0.00	386	38.10	192
4	5/2/2024 4:00	816	0.00	557	36.30	345
5	5/2/2024 5:00	1326	0.00	785	28.30	509
6	5/2/2024 6:00	1849	0.00	1106	22.30	735
7	5/2/2024 7:00	1540	0.00	996	26.30	679
8	5/2/2024 8:00	1297	0.00	930	22.30	639
9	5/2/2024 9:00	1288	0.00	941	18.50	620
10	5/2/2024 10:00	1214	0.00	925	19.70	643
11	5/2/2024 11:00	1288	0.00	981	22.00	684
12	5/2/2024 12:00	1426	0.00	1031	25.00	736
13	5/2/2024 13:00	1565	0.00	1104	23.50	766
14	5/2/2024 14:00	1723	0.00	1184	23.70	862
15	5/2/2024 15:00	1928	0.00	1215	22.60	916
16	5/2/2024 16:00	1922	0.00	1262	20.70	1024
17	5/2/2024 17:00	1908	0.00	1324	21.40	951
18	5/2/2024 18:00	1715	0.00	862	34.90	887
19	5/2/2024 19:00	1369	0.00	667	34.00	706
20	5/2/2024 20:00	1157	0.00	654	39.00	546
21	5/2/2024 21:00	1015	0.00	673	34.20	497
22	5/2/2024 22:00	792	0.00	603	30.80	393
23	5/2/2024 23:00	525	0.00	438	38.40	286
0	5/3/2024 0:00	339	0.00	365	39.50	186
1	5/3/2024 1:00	231	0.00	338	38.20	159
2	5/3/2024 2:00	213	0.00	372	40.60	136

Report Data

3	5/3/2024 3:00	311	0.00	422	32.00	175
4	5/3/2024 4:00	766	0.00	646	35.00	332
5	5/3/2024 5:00	1254	0.00	872	28.90	494
6	5/3/2024 6:00	1702	0.00	1102	24.50	736
7	5/3/2024 7:00	1484	0.00	977	28.20	639
8	5/3/2024 8:00	1388	0.00	957	27.50	658
9	5/3/2024 9:00	1347	0.00	972	24.60	665
10	5/3/2024 10:00	1418	0.00	960	25.60	697
11	5/3/2024 11:00	1499	0.00	1063	23.40	734
12	5/3/2024 12:00	1643	0.00	1066	24.70	792
13	5/3/2024 13:00	1696	0.00	1153	23.70	814
14	5/3/2024 14:00	1806	0.00	1197	22.60	906
15	5/3/2024 15:00	1820	0.00	1243	31.10	932
16	5/3/2024 16:00	1832	0.00	1246	23.90	929
17	5/3/2024 17:00	1783	0.00	1286	20.70	950
18	5/3/2024 18:00	1650	0.00	1046	22.10	863
19	5/3/2024 19:00	1478	0.00	938	24.10	744
20	5/3/2024 20:00	1187	0.00	668	35.60	630
21	5/3/2024 21:00	1171	0.00	702	35.00	566
22	5/3/2024 22:00	990	0.00	576	32.30	498
23	5/3/2024 23:00	724	0.00	501	36.90	355
0	5/7/2024 0:00	297	0.00	411	26.50	174
1	5/7/2024 1:00	145	0.00	330	37.90	119
2	5/7/2024 2:00	192	0.00	353	40.50	126
3	5/7/2024 3:00	331	0.00	408	35.00	172
4	5/7/2024 4:00	857	0.00	665	30.50	308
5	5/7/2024 5:00	1335	0.00	867	25.40	523
6	5/7/2024 6:00	1835	0.00	1103	25.80	632
7	5/7/2024 7:00	1519	0.00	995	21.90	673
8	5/7/2024 8:00	1271	0.00	957	24.60	464
9	5/7/2024 9:00	1179	0.00	927	29.90	423
10	5/7/2024 10:00	1173	0.00	950	24.40	444
11	5/7/2024 11:00	1182	0.00	981	32.50	455
12	5/7/2024 12:00	1154	0.00	938	49.60	465
13	5/7/2024 13:00	1222	0.00	1008	49.60	456
14	5/7/2024 14:00	1586	0.00	1116	34.80	705
15	5/7/2024 15:00	1857	0.00	1177	23.20	845
16	5/7/2024 16:00	1874	0.00	1269	22.10	963
17	5/7/2024 17:00	1804	0.00	1284	21.60	970
18	5/7/2024 18:00	1675	0.00	1040	22.40	850
19	5/7/2024 19:00	1263	0.00	660	33.60	592
20	5/7/2024 20:00	981	0.00	565	35.00	472
21	5/7/2024 21:00	903	0.00	609	28.90	461
22	5/7/2024 22:00	615	0.00	449	31.40	346
23	5/7/2024 23:00	502	0.00	417	31.40	258
0	5/8/2024 0:00	307	0.00	363	36.10	178
1	5/8/2024 1:00	235	0.00	328	37.20	139
2	5/8/2024 2:00	196	0.00	309	41.10	127
3	5/8/2024 3:00	328	0.00	370	35.40	176
4	5/8/2024 4:00	880	0.00	588	34.90	361
5	5/8/2024 5:00	1350	0.00	872	22.20	522
6	5/8/2024 6:00	1810	0.00	1086	22.60	733

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7	5/8/2024 7:00	1590	0.00	1017	25.70	679
8	5/8/2024 8:00	1307	0.00	954	19.80	673
9	5/8/2024 9:00	1314	0.00	940	16.70	669
10	5/8/2024 10:00	1222	0.00	901	16.10	610
11	5/8/2024 11:00	1317	0.00	979	21.80	699
12	5/8/2024 12:00	1432	0.00	1025	23.80	732
13	5/8/2024 13:00	1601	0.00	1070	25.00	759
14	5/8/2024 14:00	1774	0.00	1179	24.70	825
15	5/8/2024 15:00	1848	0.00	1202	22.90	880
16	5/8/2024 16:00	1893	0.00	1274	22.60	959
17	5/8/2024 17:00	1846	0.00	1295	22.20	946
18	5/8/2024 18:00	1621	0.00	952	25.50	827
19	5/8/2024 19:00	1247	0.00	620	45.80	632
20	5/8/2024 20:00	1122	0.00	621	34.00	558
21	5/8/2024 21:00	944	0.00	616	33.60	484
22	5/8/2024 22:00	675	0.00	494	35.20	340
23	5/8/2024 23:00	496	0.00	464	37.50	269
0	5/9/2024 0:00	280	0.00	345	40.90	166
1	5/9/2024 1:00	245	0.00	356	36.20	156
2	5/9/2024 2:00	216	0.00	349	38.40	124
3	5/9/2024 3:00	364	0.00	443	33.90	204
4	5/9/2024 4:00	859	0.00	696	28.70	364
5	5/9/2024 5:00	1403	0.00	889	27.70	550
6	5/9/2024 6:00	1817	0.00	1064	26.40	724
7	5/9/2024 7:00	1570	0.00	996	23.80	634
8	5/9/2024 8:00	1331	0.00	940	24.30	627
9	5/9/2024 9:00	1324	0.00	984	27.40	704
10	5/9/2024 10:00	1242	0.00	976	23.70	713
11	5/9/2024 11:00	1351	0.00	1028	24.30	713
12	5/9/2024 12:00	1448	0.00	1036	23.30	741
13	5/9/2024 13:00	1687	0.00	1105	23.30	779
14	5/9/2024 14:00	1699	0.00	1181	23.20	865
15	5/9/2024 15:00	1949	0.00	1257	21.10	919
16	5/9/2024 16:00	1913	0.00	1310	17.50	869
17	5/9/2024 17:00	1819	0.00	1188	16.20	660
18	5/9/2024 18:00	1718	0.00	972	20.70	873
19	5/9/2024 19:00	1352	0.00	685	35.90	723
20	5/9/2024 20:00	1164	0.00	609	38.40	598
21	5/9/2024 21:00	982	0.00	570	34.00	475
22	5/9/2024 22:00	824	0.00	520	35.60	341
23	5/9/2024 23:00	611	0.00	516	35.90	296
0	5/10/2024 0:00	388	0.00	416	33.70	338
1	5/10/2024 1:00	267	0.00	358	37.40	290
2	5/10/2024 2:00	240	0.00	346	39.30	279
3	5/10/2024 3:00	337	0.00	397	35.50	323
4	5/10/2024 4:00	790	0.00	694	25.40	580
5	5/10/2024 5:00	1313	0.00	897	27.60	757
6	5/10/2024 6:00	1822	0.00	1086	24.20	913
7	5/10/2024 7:00	1630	0.00	1050	21.80	885
8	5/10/2024 8:00	1386	0.00	976	20.00	822
9	5/10/2024 9:00	1242	0.00	925	13.90	779
10	5/10/2024 10:00	1435	0.00	1026	11.00	866

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11	5/10/2024 11:00	1570	0.00	1084	16.20	915
12	5/10/2024 12:00	1652	0.00	1120	18.80	947
13	5/10/2024 13:00	1781	0.00	1187	20.70	1000
14	5/10/2024 14:00	1910	0.00	1236	20.80	1044
15	5/10/2024 15:00	1826	0.00	1241	16.00	1045
16	5/10/2024 16:00	1557	0.00	1246	6.70	1050
17	5/10/2024 17:00	1743	0.00	1186	25.00	1000
18	5/10/2024 18:00	1724	0.00	1043	33.70	879
19	5/10/2024 19:00	1546	0.00	684	35.10	574
20	5/10/2024 20:00	1300	0.00	670	33.60	563
21	5/10/2024 21:00	1178	0.00	664	32.40	557
22	5/10/2024 22:00	1035	0.00	635	36.20	535
23	5/10/2024 23:00	840	0.00	585	28.50	495
0	5/14/2024 0:00	300	0.00	350	40.00	157
1	5/14/2024 1:00	171	0.00	297	38.00	126
2	5/14/2024 2:00	177	0.00	319	42.00	127
3	5/14/2024 3:00	323	0.00	420	35.50	184
4	5/14/2024 4:00	798	0.00	656	27.90	350
5	5/14/2024 5:00	1315	0.00	885	24.30	573
6	5/14/2024 6:00	1810	0.00	1071	25.40	741
7	5/14/2024 7:00	1538	0.00	990	25.40	654
8	5/14/2024 8:00	1337	0.00	929	25.60	646
9	5/14/2024 9:00	1264	0.00	923	25.50	637
10	5/14/2024 10:00	1137	0.00	908	24.30	654
11	5/14/2024 11:00	1330	0.00	981	24.70	674
12	5/14/2024 12:00	1415	0.00	1014	23.80	734
13	5/14/2024 13:00	1600	0.00	1091	25.50	744
14	5/14/2024 14:00	1742	0.00	1139	23.50	814
15	5/14/2024 15:00	1706	0.00	1164	33.40	864
16	5/14/2024 16:00	1946	0.00	1313	30.10	1028
17	5/14/2024 17:00	1765	0.00	1341	21.40	986
18	5/14/2024 18:00	1661	0.00	1020	22.20	769
19	5/14/2024 19:00	1271	0.00	675	41.90	638
20	5/14/2024 20:00	1068	0.00	611	35.20	512
21	5/14/2024 21:00	858	0.00	556	38.70	427
22	5/14/2024 22:00	654	0.00	497	38.60	339
23	5/14/2024 23:00	489	0.00	498	33.30	259
0	5/15/2024 0:00	310	0.00	368	37.20	161
1	5/15/2024 1:00	216	0.00	330	38.20	126
2	5/15/2024 2:00	173	0.00	341	40.20	115
3	5/15/2024 3:00	320	0.00	426	32.90	209
4	5/15/2024 4:00	862	0.00	662	30.80	347
5	5/15/2024 5:00	1335	0.00	915	25.50	546
6	5/15/2024 6:00	1861	0.00	1116	24.80	747
7	5/15/2024 7:00	1560	0.00	1013	29.80	655
8	5/15/2024 8:00	1417	0.00	961	28.80	633
9	5/15/2024 9:00	1222	0.00	942	22.70	609
10	5/15/2024 10:00	1175	0.00	920	22.60	670
11	5/15/2024 11:00	1337	0.00	996	22.30	639
12	5/15/2024 12:00	1475	0.00	1053	25.00	755
13	5/15/2024 13:00	1569	0.00	1196	18.60	788
14	5/15/2024 14:00	1686	0.00	1154	22.90	791

Report Data

15	5/15/2024 15:00	1735	0.00	1201	23.50	871
16	5/15/2024 16:00	1913	0.00	1289	25.20	983
17	5/15/2024 17:00	1853	0.00	1312	30.60	1006
18	5/15/2024 18:00	1718	0.00	970	30.90	871
19	5/15/2024 19:00	1279	0.00	668	44.80	680
20	5/15/2024 20:00	1055	0.00	656	41.00	540
21	5/15/2024 21:00	877	0.00	594	35.50	455
22	5/15/2024 22:00	722	0.00	614	33.60	353
23	5/15/2024 23:00	469	0.00	482	35.10	246
0	5/16/2024 0:00	306	0.00	349	43.30	176
1	5/16/2024 1:00	249	0.00	359	36.50	129
2	5/16/2024 2:00	195	0.00	317	43.50	130
3	5/16/2024 3:00	340	0.00	421	42.80	204
4	5/16/2024 4:00	856	0.00	730	47.90	368
5	5/16/2024 5:00	1294	0.00	895	33.20	528
6	5/16/2024 6:00	1853	0.00	1107	30.30	741
7	5/16/2024 7:00	1558	0.00	1001	28.90	685
8	5/16/2024 8:00	1282	0.00	948	25.80	631
9	5/16/2024 9:00	1290	0.00	947	22.50	623
10	5/16/2024 10:00	1218	0.00	966	20.30	650
11	5/16/2024 11:00	1362	0.00	1008	23.30	675
12	5/16/2024 12:00	1422	0.00	1035	22.30	673
13	5/16/2024 13:00	1679	0.00	1114	23.30	782
14	5/16/2024 14:00	1765	0.00	1194	22.70	831
15	5/16/2024 15:00	1878	0.00	1240	21.60	891
16	5/16/2024 16:00	1926	0.00	1265	26.50	946
17	5/16/2024 17:00	1842	0.00	1273	27.30	866
18	5/16/2024 18:00	1760	0.00	814	33.30	830
19	5/16/2024 19:00	1385	0.00	679	40.20	688
20	5/16/2024 20:00	1233	0.00	620	36.10	581
21	5/16/2024 21:00	958	0.00	664	27.70	426
22	5/16/2024 22:00	782	0.00	500	38.20	357
23	5/16/2024 23:00	590	0.00	549	30.80	265
0	5/17/2024 0:00	371	0.00	469	29.40	163
1	5/17/2024 1:00	246	0.00	390	33.10	141
2	5/17/2024 2:00	249	0.00	379	39.10	143
3	5/17/2024 3:00	328	0.00	432	33.60	190
4	5/17/2024 4:00	763	0.00	622	33.80	316
5	5/17/2024 5:00	1301	0.00	888	31.50	536
6	5/17/2024 6:00	1849	0.00	1099	30.00	735
7	5/17/2024 7:00	1565	0.00	1016	30.60	658
8	5/17/2024 8:00	1441	0.00	982	26.70	655
9	5/17/2024 9:00	1369	0.00	981	22.80	695
10	5/17/2024 10:00	1425	0.00	1009	23.60	691
11	5/17/2024 11:00	1530	0.00	1057	22.80	760
12	5/17/2024 12:00	1587	0.00	1117	23.00	781
13	5/17/2024 13:00	1716	0.00	1179	23.50	860
14	5/17/2024 14:00	1853	0.00	1246	22.10	916
15	5/17/2024 15:00	1904	0.00	1262	28.40	952
16	5/17/2024 16:00	1824	0.00	1277	30.00	977
17	5/17/2024 17:00	1834	0.00	1254	28.10	966
18	5/17/2024 18:00	1686	0.00	1144	19.30	793

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19	5/17/2024 19:00	1577	0.00	755	35.60	852
20	5/17/2024 20:00	1348	0.00	696	35.80	651
21	5/17/2024 21:00	1132	0.00	720	32.20	578
22	5/17/2024 22:00	1049	0.00	630	38.10	517
23	5/17/2024 23:00	803	0.00	555	37.70	377
0	5/21/2024 0:00	366	0.00	453	30.20	173
1	5/21/2024 1:00	249	0.00	343	40.50	140
2	5/21/2024 2:00	241	0.00	372	37.10	153
3	5/21/2024 3:00	341	0.00	427	38.90	163
4	5/21/2024 4:00	892	0.00	688	32.10	353
5	5/21/2024 5:00	1358	0.00	885	32.10	544
6	5/21/2024 6:00	1862	0.00	1105	30.60	763
7	5/21/2024 7:00	1513	0.00	972	29.30	640
8	5/21/2024 8:00	1310	0.00	933	24.10	636
9	5/21/2024 9:00	944	0.00	795	29.40	614
10	5/21/2024 10:00	1097	0.00	944	8.90	851
11	5/21/2024 11:00	1244	0.00	959	19.50	685
12	5/21/2024 12:00	1486	0.00	1060	21.90	708
13	5/21/2024 13:00	1613	0.00	1076	22.50	744
14	5/21/2024 14:00	1753	0.00	1156	22.10	827
15	5/21/2024 15:00	1752	0.00	1215	21.50	901
16	5/21/2024 16:00	1866	0.00	1260	20.30	905
17	5/21/2024 17:00	1850	0.00	1315	23.00	952
18	5/21/2024 18:00	1674	0.00	996	22.10	813
19	5/21/2024 19:00	1262	0.00	644	36.50	622
20	5/21/2024 20:00	1099	0.00	572	38.60	479
21	5/21/2024 21:00	850	0.00	637	34.40	415
22	5/21/2024 22:00	686	0.00	491	34.60	358
23	5/21/2024 23:00	477	0.00	458	33.20	234
0	5/22/2024 0:00	292	0.00	357	38.90	155
1	5/22/2024 1:00	211	0.00	332	36.10	133
2	5/22/2024 2:00	194	0.00	303	36.30	112
3	5/22/2024 3:00	304	0.00	363	41.00	177
4	5/22/2024 4:00	870	0.00	641	28.70	353
5	5/22/2024 5:00	1414	0.00	871	23.80	542
6	5/22/2024 6:00	1842	0.00	1219	19.50	736
7	5/22/2024 7:00	1579	0.00	982	26.60	665
8	5/22/2024 8:00	1373	0.00	963	27.20	680
9	5/22/2024 9:00	1309	0.00	971	24.80	633
10	5/22/2024 10:00	1223	0.00	919	25.40	648
11	5/22/2024 11:00	1397	0.00	1045	21.80	696
12	5/22/2024 12:00	1525	0.00	1063	25.50	733
13	5/22/2024 13:00	1571	0.00	1112	24.90	777
14	5/22/2024 14:00	1743	0.00	1160	21.80	830
15	5/22/2024 15:00	1848	0.00	1220	22.50	876
16	5/22/2024 16:00	1871	0.00	1306	22.70	990
17	5/22/2024 17:00	1931	0.00	1346	18.90	976
18	5/22/2024 18:00	1637	0.00	1044	20.20	747
19	5/22/2024 19:00	1204	0.00	646	32.70	621
20	5/22/2024 20:00	1107	0.00	615	43.70	555
21	5/22/2024 21:00	929	0.00	564	36.20	472
22	5/22/2024 22:00	687	0.00	506	35.60	338

Report Data

23	5/22/2024 23:00	494	0.00	494	32.00	256
0	5/23/2024 0:00	334	0.00	417	39.10	184
1	5/23/2024 1:00	250	0.00	361	38.50	147
2	5/23/2024 2:00	192	0.00	351	41.60	137
3	5/23/2024 3:00	339	0.00	423	40.90	174
4	5/23/2024 4:00	822	0.00	725	42.10	365
5	5/23/2024 5:00	1249	0.00	917	40.50	518
6	5/23/2024 6:00	1803	0.00	1140	28.50	753
7	5/23/2024 7:00	1522	0.00	978	30.30	643
8	5/23/2024 8:00	1344	0.00	928	27.80	674
9	5/23/2024 9:00	1232	0.00	913	24.40	601
10	5/23/2024 10:00	1235	0.00	913	25.10	626
11	5/23/2024 11:00	1418	0.00	1020	22.40	734
12	5/23/2024 12:00	1464	0.00	1046	23.40	725
13	5/23/2024 13:00	1608	0.00	1091	24.60	788
14	5/23/2024 14:00	1907	0.00	1201	22.80	942
15	5/23/2024 15:00	1927	0.00	1282	20.10	923
16	5/23/2024 16:00	1980	0.00	1294	21.40	954
17	5/23/2024 17:00	1885	0.00	1251	25.20	937
18	5/23/2024 18:00	1717	0.00	1032	25.10	866
19	5/23/2024 19:00	1348	0.00	679	36.40	645
20	5/23/2024 20:00	1233	0.00	653	41.80	602
21	5/23/2024 21:00	1007	0.00	667	31.30	452
22	5/23/2024 22:00	783	0.00	537	41.90	383
23	5/23/2024 23:00	583	0.00	569	29.00	282
0	5/24/2024 0:00	345	0.00	459	37.30	171
1	5/24/2024 1:00	280	0.00	388	36.60	157
2	5/24/2024 2:00	197	0.00	324	44.10	147
3	5/24/2024 3:00	310	0.00	390	36.90	192
4	5/24/2024 4:00	773	0.00	655	30.10	324
5	5/24/2024 5:00	1251	0.00	977	26.00	522
6	5/24/2024 6:00	1785	0.00	1107	34.70	686
7	5/24/2024 7:00	1534	0.00	966	31.70	649
8	5/24/2024 8:00	1343	0.00	989	27.30	645
9	5/24/2024 9:00	1331	0.00	960	27.80	657
10	5/24/2024 10:00	1424	0.00	1009	22.10	703
11	5/24/2024 11:00	1598	0.00	1082	23.20	739
12	5/24/2024 12:00	1683	0.00	1092	22.80	745
13	5/24/2024 13:00	1679	0.00	1135	21.40	783
14	5/24/2024 14:00	1822	0.00	1240	18.30	913
15	5/24/2024 15:00	1923	0.00	1271	19.40	906
16	5/24/2024 16:00	1867	0.00	1264	22.90	930
17	5/24/2024 17:00	1775	0.00	1231	24.30	838
18	5/24/2024 18:00	1732	0.00	1198	18.40	890
19	5/24/2024 19:00	1502	0.00	728	43.40	764
20	5/24/2024 20:00	1246	0.00	665	31.00	601
21	5/24/2024 21:00	1179	0.00	677	37.80	521
22	5/24/2024 22:00	1012	0.00	794	26.30	463
23	5/24/2024 23:00	669	0.00	586	33.60	321
0	5/28/2024 0:00	293	0.00	344	40.10	156
1	5/28/2024 1:00	171	0.00	296	38.90	91
2	5/28/2024 2:00	157	0.00	279	43.40	103

Report Data

3	5/28/2024 3:00	370	0.00	378	41.00	172
4	5/28/2024 4:00	885	0.00	561	38.10	341
5	5/28/2024 5:00	1388	0.00	800	28.90	507
6	5/28/2024 6:00	1827	0.00	1268	16.70	643
7	5/28/2024 7:00	1546	0.00	968	25.40	626
8	5/28/2024 8:00	1328	0.00	956	21.80	690
9	5/28/2024 9:00	1236	0.00	938	17.50	668
10	5/28/2024 10:00	1271	0.00	946	18.10	701
11	5/28/2024 11:00	1405	0.00	1010	20.00	713
12	5/28/2024 12:00	1510	0.00	1027	23.80	751
13	5/28/2024 13:00	1567	0.00	1088	23.40	761
14	5/28/2024 14:00	1699	0.00	1147	24.00	833
15	5/28/2024 15:00	1854	0.00	1224	22.90	921
16	5/28/2024 16:00	1933	0.00	1267	22.70	941
17	5/28/2024 17:00	1842	0.00	1229	21.00	918
18	5/28/2024 18:00	1645	0.00	988	20.60	762
19	5/28/2024 19:00	1313	0.00	832	26.70	595
20	5/28/2024 20:00	1015	0.00	586	34.30	488
21	5/28/2024 21:00	924	0.00	553	42.90	437
22	5/28/2024 22:00	717	0.00	504	37.90	333
23	5/28/2024 23:00	461	0.00	414	37.20	237
0	5/29/2024 0:00	297	0.00	354	37.00	152
1	5/29/2024 1:00	221	0.00	334	39.50	148
2	5/29/2024 2:00	206	0.00	313	38.30	105
3	5/29/2024 3:00	346	0.00	423	32.60	174
4	5/29/2024 4:00	833	0.00	664	35.70	333
5	5/29/2024 5:00	1388	0.00	883	31.30	528
6	5/29/2024 6:00	1822	0.00	1131	29.80	725
7	5/29/2024 7:00	1535	0.00	976	32.70	671
8	5/29/2024 8:00	1350	0.00	942	27.40	636
9	5/29/2024 9:00	1226	0.00	925	23.80	612
10	5/29/2024 10:00	1208	0.00	948	21.60	648
11	5/29/2024 11:00	1387	0.00	1008	22.20	691
12	5/29/2024 12:00	1474	0.00	1063	24.90	767
13	5/29/2024 13:00	1519	0.00	1057	23.70	724
14	5/29/2024 14:00	1699	0.00	1155	24.50	807
15	5/29/2024 15:00	1841	0.00	1270	20.60	969
16	5/29/2024 16:00	1957	0.00	1300	20.20	922
17	5/29/2024 17:00	1897	0.00	1305	30.10	924
18	5/29/2024 18:00	1682	0.00	880	25.60	803
19	5/29/2024 19:00	1281	0.00	626	41.90	617
20	5/29/2024 20:00	1085	0.00	633	34.90	531
21	5/29/2024 21:00	920	0.00	604	37.40	452
22	5/29/2024 22:00	683	0.00	499	32.90	336
23	5/29/2024 23:00	508	0.00	460	37.40	234
0	5/30/2024 0:00	326	0.00	379	33.00	155
1	5/30/2024 1:00	236	0.00	341	35.50	124
2	5/30/2024 2:00	214	0.00	308	40.90	123
3	5/30/2024 3:00	345	0.00	405	33.10	180
4	5/30/2024 4:00	812	0.00	673	38.80	361
5	5/30/2024 5:00	1405	0.00	981	25.20	547
6	5/30/2024 6:00	1830	0.00	1167	29.40	705

Report Data

7	5/30/2024 7:00	1583	0.00	1011	19.90	642
8	5/30/2024 8:00	1355	0.00	953	12.90	640
9	5/30/2024 9:00	1290	0.00	975	7.30	640
10	5/30/2024 10:00	1238	0.00	966	12.00	646
11	5/30/2024 11:00	1358	0.00	1011	17.60	673
12	5/30/2024 12:00	1546	0.00	1053	23.60	715
13	5/30/2024 13:00	1678	0.00	1134	21.70	730
14	5/30/2024 14:00	1713	0.00	1164	21.00	833
15	5/30/2024 15:00	1909	0.00	1244	20.20	900
16	5/30/2024 16:00	1925	0.00	1297	27.10	966
17	5/30/2024 17:00	1874	0.00	1179	21.40	884
18	5/30/2024 18:00	1684	0.00	777	34.20	872
19	5/30/2024 19:00	1421	0.00	682	39.40	711
20	5/30/2024 20:00	1112	0.00	609	40.10	531
21	5/30/2024 21:00	934	0.00	620	30.80	465
22	5/30/2024 22:00	696	0.00	548	33.40	347
23	5/30/2024 23:00	559	0.00	448	35.50	267
0	5/31/2024 0:00	343	0.00	399	35.60	176
1	5/31/2024 1:00	214	0.00	321	39.60	133
2	5/31/2024 2:00	229	0.00	322	40.10	133
3	5/31/2024 3:00	340	0.00	373	37.80	177
4	5/31/2024 4:00	752	0.00	582	32.00	313
5	5/31/2024 5:00	1313	0.00	850	22.90	501
6	5/31/2024 6:00	1716	0.00	1191	20.20	709
7	5/31/2024 7:00	1656	0.00	1026	29.00	679
8	5/31/2024 8:00	1500	0.00	972	29.90	666
9	5/31/2024 9:00	1319	0.00	939	30.40	665
10	5/31/2024 10:00	1330	0.00	984	17.10	752
11	5/31/2024 11:00	1494	0.00	1060	24.20	742
12	5/31/2024 12:00	1617	0.00	1097	24.20	758
13	5/31/2024 13:00	1663	0.00	1147	23.50	804
14	5/31/2024 14:00	1793	0.00	1192	22.80	889
15	5/31/2024 15:00	1862	0.00	1258	24.50	951
16	5/31/2024 16:00	1821	0.00	1255	21.60	882
17	5/31/2024 17:00	1860	0.00	1209	29.90	974
18	5/31/2024 18:00	1668	0.00	1035	19.90	757
19	5/31/2024 19:00	1373	0.00	683	37.30	645
20	5/31/2024 20:00	1278	0.00	627	41.10	619
21	5/31/2024 21:00	1091	0.00	614	42.20	512
22	5/31/2024 22:00	820	0.00	555	37.50	408
23	5/31/2024 23:00	639	0.00	488	32.20	305

Report Data

Lane 3 Truck Pr Flow (Veh/Hour)	Truck Prop (%)	# Lane Points	% Observed	
36.50	758	25.30	36	66.70
40.60	700	26.10	36	66.70
41.50	662	29.00	36	66.70
44.90	919	23.20	36	66.70
46.80	1805	19.30	36	66.70
41.20	2758	15.70	36	66.70
35.30	3572	16.10	36	66.70
32.50	3168	16.60	36	66.70
35.30	2846	17.00	36	66.70
38.30	2786	16.90	36	66.70
34.40	2824	15.80	36	66.70
34.40	2929	15.60	36	66.70
33.00	3183	15.00	36	66.70
27.80	3361	13.90	36	66.70
21.50	3688	12.00	36	66.70
21.10	3905	11.60	36	66.70
16.00	4060	13.00	36	66.70
16.30	4040	17.50	36	66.70
20.30	3599	12.00	36	66.70
28.70	2709	16.90	36	66.70
26.80	2263	15.80	36	66.70
19.10	1904	16.20	36	66.70
28.50	1528	18.50	36	66.70
27.90	1180	18.90	36	66.70
30.50	793	23.20	36	66.70
38.50	642	26.80	36	66.70
44.40	651	28.90	36	66.70
42.20	932	24.50	36	66.70
46.70	1718	21.10	36	66.70
40.50	2620	16.30	36	66.70
38.00	3690	14.30	36	66.70
35.90	3215	15.70	36	66.70
34.40	2866	14.90	36	66.70
32.10	2849	13.10	36	66.70
29.70	2782	13.40	36	66.70
32.90	2953	14.90	36	66.70
32.30	3193	15.50	36	66.70
27.70	3435	13.70	36	66.70
20.60	3769	12.20	36	66.70
17.00	4059	10.60	36	66.70
14.30	4208	9.70	36	66.70
16.90	4183	10.60	36	66.70
17.90	3464	13.30	36	66.70
24.40	2742	14.60	36	66.70
19.80	2357	15.40	36	66.70
17.10	2185	14.40	36	66.70
23.20	1788	15.50	36	66.70
22.40	1249	18.60	36	66.70
29.00	890	22.20	36	66.70
39.00	728	26.20	36	66.70
42.60	721	29.00	36	66.70

Report Data

44.00	908	23.30	36	66.70
46.10	1744	21.70	36	66.70
46.60	2620	18.40	36	66.70
35.70	3540	15.10	36	66.70
34.10	3100	15.90	36	66.70
34.30	3003	16.30	36	66.70
38.00	2984	16.50	36	66.70
33.10	3075	15.50	36	66.70
34.20	3296	15.20	36	66.70
28.80	3501	14.00	36	66.70
24.30	3663	12.90	36	66.70
20.20	3909	11.60	36	66.70
16.60	3995	13.60	36	66.70
16.80	4007	11.30	36	66.70
15.40	4019	10.30	36	66.70
19.20	3559	11.20	36	66.70
24.70	3160	13.00	36	66.70
17.80	2485	14.10	36	66.70
17.80	2439	14.20	36	66.70
14.90	2064	12.60	36	66.70
18.90	1580	15.90	36	66.70
29.90	882	18.30	36	66.70
38.70	594	28.80	36	66.70
44.40	671	29.70	36	66.70
44.20	911	24.00	36	66.70
47.70	1830	19.10	36	66.70
39.60	2725	15.70	36	66.70
47.80	3570	16.40	36	63.90
38.80	3187	15.00	36	66.70
37.10	2692	15.10	36	66.70
31.90	2529	16.30	36	66.70
29.30	2567	14.10	36	66.70
29.70	2618	17.30	36	66.70
34.40	2557	24.40	36	66.70
28.90	2686	23.50	36	66.70
21.30	3407	15.80	36	66.70
20.00	3879	11.40	36	66.70
14.20	4106	10.20	36	66.70
13.90	4058	10.20	36	66.70
21.80	3565	11.70	36	66.70
25.80	2515	14.90	36	66.70
16.70	2018	13.70	36	66.70
16.90	1973	12.90	36	66.70
19.40	1410	14.80	36	66.70
25.60	1177	16.70	36	66.70
37.60	848	23.30	36	66.70
43.20	702	25.90	36	66.70
43.30	632	28.80	36	66.70
41.50	874	23.30	36	66.70
44.60	1829	20.00	36	66.70
37.90	2744	14.30	36	66.70
37.20	3629	14.30	36	66.70

Report Data

33.70	3286	14.90	36	66.70
27.90	2934	12.80	36	66.70
27.50	2923	11.70	36	66.70
28.50	2733	11.70	36	66.70
30.20	2995	14.20	36	66.70
30.50	3189	14.60	36	66.70
28.70	3430	14.20	36	66.70
24.40	3778	13.00	36	66.70
20.70	3930	11.60	36	66.70
19.00	4126	11.40	36	66.70
16.10	4087	10.70	36	66.70
19.70	3400	11.90	36	66.70
28.80	2499	18.60	36	66.70
24.70	2301	15.20	36	66.70
25.20	2044	16.10	36	66.70
27.60	1509	17.80	36	66.70
31.20	1229	21.00	36	66.70
34.30	791	25.00	36	66.70
37.20	757	24.70	36	66.70
43.50	689	27.30	36	66.70
44.60	1011	23.80	36	66.70
47.50	1919	19.40	36	66.70
42.90	2842	17.00	36	66.70
37.00	3605	15.20	36	66.70
34.40	3200	14.20	36	66.70
36.70	2898	15.80	36	66.70
38.80	3012	18.00	36	66.70
34.80	2931	16.30	36	66.70
32.70	3092	15.60	36	66.70
32.40	3225	14.90	36	66.70
29.70	3571	13.70	36	66.70
27.60	3745	13.70	36	66.70
31.10	4125	13.40	36	66.70
39.40	4092	14.00	36	66.70
43.20	3667	13.00	36	66.70
37.00	3563	14.70	36	66.70
38.00	2760	18.90	36	66.70
17.90	2371	14.40	36	66.70
22.30	2027	14.80	36	66.70
24.00	1685	15.80	36	66.70
29.10	1423	19.00	36	66.70
47.60	1142	26.40	36	33.30
49.30	915	30.30	36	33.30
48.70	865	31.40	36	33.30
47.10	1057	27.70	36	33.30
39.70	2064	19.70	36	33.30
39.60	2967	18.50	36	33.30
35.80	3821	15.40	36	33.30
32.90	3565	14.60	36	33.30
30.90	3184	14.10	36	33.30
24.30	2946	10.80	36	33.30
20.00	3327	8.60	36	33.30

Report Data

26.00	3569	11.60	36	33.30
29.10	3719	13.10	36	33.30
31.30	3968	14.10	36	33.30
31.30	4190	13.90	36	33.30
25.10	4112	11.20	36	33.30
10.50	3853	5.00	36	33.30
32.90	3929	15.90	36	33.30
41.10	3646	19.60	36	33.30
42.90	2804	17.30	36	33.30
43.90	2533	18.60	36	33.30
42.70	2399	18.90	36	33.30
45.20	2205	21.40	36	33.30
40.60	1920	19.20	36	33.30
36.90	807	24.50	36	66.70
38.10	594	27.10	36	66.70
42.50	623	30.20	36	66.70
42.90	927	24.60	36	66.70
46.00	1804	19.10	36	66.70
38.20	2773	15.70	36	66.70
35.60	3622	14.80	36	66.70
33.60	3182	14.80	36	66.70
36.40	2912	16.20	36	66.70
39.90	2824	17.30	36	66.70
36.20	2699	17.00	36	66.70
35.90	2985	16.20	36	66.70
31.90	3163	15.00	36	66.70
31.20	3435	14.80	36	66.70
24.20	3695	12.60	36	66.70
19.40	3734	14.90	36	66.70
17.00	4287	13.30	36	66.70
13.80	4092	10.30	36	66.70
30.70	3450	13.40	36	66.70
34.60	2584	19.50	36	66.70
23.00	2191	15.20	36	66.70
21.80	1841	16.70	36	66.70
26.80	1490	19.00	36	66.70
35.90	1246	20.80	36	66.70
33.50	839	22.80	36	66.70
34.10	672	25.10	36	66.70
43.50	629	29.70	36	66.70
46.40	955	24.80	36	66.70
45.80	1871	19.40	36	66.70
38.30	2796	15.80	36	66.70
34.90	3724	14.40	36	66.70
35.10	3228	16.50	36	66.70
34.90	3011	16.50	36	66.70
33.80	2773	15.10	36	66.70
38.20	2765	16.80	36	66.70
33.60	2972	14.70	36	66.70
35.20	3283	16.10	36	66.70
27.70	3553	12.40	36	66.70
21.60	3631	12.00	36	66.70

Report Data

19.20	3807	11.80	36	66.70
17.10	4185	11.80	36	66.70
15.00	4171	13.20	36	66.70
21.20	3559	13.60	36	66.70
25.70	2627	18.00	36	66.70
22.60	2251	17.40	36	66.70
26.20	1926	17.10	36	66.70
30.90	1689	18.70	36	66.70
30.50	1197	20.40	36	66.70
35.20	831	25.60	36	66.70
41.10	737	25.00	36	66.70
44.60	642	30.50	36	66.70
46.10	965	28.40	36	66.70
46.70	1954	26.70	36	66.70
40.20	2717	18.70	36	66.70
35.20	3701	16.10	36	66.70
35.00	3244	16.30	36	66.70
37.10	2861	16.70	36	66.70
34.50	2860	15.00	36	66.70
32.00	2834	14.30	36	66.70
34.40	3045	15.30	36	66.70
28.70	3130	13.50	36	66.70
25.60	3575	12.90	36	66.70
22.50	3790	12.10	36	66.70
20.50	4009	11.20	36	66.70
17.00	4137	12.00	36	66.70
20.70	3981	13.20	36	66.70
21.90	3404	13.30	36	66.70
26.60	2752	16.60	36	66.70
18.80	2434	13.70	36	66.70
19.50	2048	13.00	36	66.70
29.70	1639	18.10	36	66.70
32.50	1404	18.20	36	66.70
30.70	1003	18.70	36	66.70
36.90	777	23.30	36	66.70
46.20	771	27.80	36	66.70
42.10	950	23.70	36	66.70
46.50	1701	21.00	36	66.70
45.50	2725	19.20	36	66.70
39.60	3683	16.90	36	66.70
36.80	3239	17.10	36	66.70
36.30	3078	16.20	36	66.70
33.20	3045	14.90	36	66.70
32.40	3125	14.80	36	66.70
30.70	3347	14.20	36	66.70
30.50	3485	14.20	36	66.70
23.30	3755	12.70	36	66.70
20.50	4015	11.50	36	66.70
18.70	4118	13.00	36	66.70
16.30	4078	13.30	36	66.70
17.00	4054	12.70	36	66.70
33.70	3623	13.50	36	66.70

Report Data

35.90	3184	18.10	36	66.70
26.90	2695	15.70	36	66.70
18.20	2430	13.90	36	66.70
14.50	2196	14.30	36	66.70
22.30	1735	16.90	36	66.70
32.90	992	19.60	36	66.70
42.10	732	27.00	36	66.70
43.80	766	26.80	36	66.70
47.90	931	26.20	36	66.70
45.00	1933	19.70	36	66.70
40.80	2787	18.20	36	66.70
39.20	3730	17.10	36	66.70
37.00	3125	16.70	36	66.70
36.50	2879	15.90	36	66.70
32.10	2353	18.30	36	66.70
15.00	2892	7.30	36	66.70
30.90	2888	13.80	36	66.70
34.00	3254	14.50	36	66.70
29.40	3433	13.40	36	66.70
23.30	3736	12.00	36	66.70
16.10	3868	10.50	36	66.70
17.00	4031	10.20	36	66.70
17.30	4117	11.40	36	66.70
19.70	3483	10.90	36	66.70
28.60	2528	16.30	36	66.70
19.20	2150	14.60	36	66.70
21.20	1902	16.10	36	66.70
21.80	1535	16.20	36	66.70
18.40	1169	16.70	36	66.70
41.30	804	25.20	36	66.70
35.30	676	24.70	36	66.70
37.50	609	25.00	36	66.70
47.50	844	27.60	36	66.70
45.00	1864	18.40	36	66.70
42.40	2827	15.50	36	66.70
36.50	3797	13.40	36	66.70
35.20	3226	15.30	36	66.70
35.60	3016	16.70	36	66.70
35.50	2913	16.00	36	66.70
39.50	2790	17.50	36	66.70
31.50	3138	14.20	36	66.70
32.90	3321	15.40	36	66.70
27.30	3460	14.10	36	66.70
24.90	3733	12.30	36	66.70
18.90	3944	11.20	36	66.70
14.90	4167	10.70	36	66.70
15.90	4253	9.60	36	66.70
29.30	3428	12.50	36	66.70
31.10	2471	16.30	36	66.70
16.60	2277	15.90	36	66.70
17.40	1965	14.60	36	66.70
21.30	1531	16.50	36	66.70

Report Data

33.20	1244	19.50	36	66.70
34.20	935	24.20	36	66.70
32.00	758	24.50	36	66.70
46.70	680	30.90	36	66.70
47.70	936	27.40	36	66.70
46.60	1912	24.80	36	66.70
43.20	2684	22.20	36	66.70
34.10	3696	15.70	36	66.70
37.90	3143	17.20	36	66.70
33.80	2946	16.50	36	66.70
35.30	2746	15.80	36	66.70
37.50	2774	16.70	36	66.70
31.70	3172	14.50	36	66.70
31.20	3235	14.60	36	66.70
27.00	3487	13.80	36	66.70
21.40	4050	11.80	36	66.70
16.10	4132	9.80	36	66.70
17.00	4228	10.40	36	66.70
20.50	4073	12.40	36	66.70
20.60	3615	12.10	36	66.70
29.90	2672	16.50	36	66.70
28.20	2488	17.80	36	66.70
18.40	2126	13.70	36	66.70
23.80	1703	18.60	36	66.70
27.30	1434	16.90	36	66.70
35.70	975	23.80	36	66.70
37.60	825	24.40	36	66.70
46.30	668	31.60	36	66.70
46.90	892	26.20	36	66.70
47.20	1752	20.00	36	66.70
42.30	2750	17.30	36	66.70
38.90	3578	18.20	36	66.70
39.30	3149	17.80	36	66.70
36.10	2977	16.90	36	66.70
37.40	2948	17.40	36	66.70
31.30	3136	14.10	36	66.70
29.40	3419	13.70	36	66.70
27.90	3520	13.00	36	66.70
20.40	3597	11.20	36	66.70
17.20	3975	9.70	36	66.70
18.50	4100	10.10	36	66.70
14.50	4061	10.50	36	66.70
14.40	3844	10.90	36	66.70
14.00	3820	9.10	36	66.70
18.80	2994	15.40	36	66.70
14.50	2512	11.70	36	66.70
15.20	2377	14.10	36	66.70
16.20	2269	12.50	36	66.70
22.10	1576	17.00	36	66.70
31.40	793	23.60	36	66.70
36.30	558	26.50	36	66.70
40.80	539	30.20	36	66.70

Report Data

45.90	920	25.40	36	66.70
47.80	1787	21.10	36	66.70
42.60	2695	16.60	36	66.70
37.60	3738	12.10	36	66.70
39.10	3140	15.60	36	66.70
32.50	2974	14.50	36	66.70
30.20	2842	12.90	36	66.70
26.80	2918	12.30	36	66.70
31.00	3128	13.50	36	66.70
27.40	3288	13.70	36	66.70
23.80	3416	12.80	36	66.70
21.40	3679	12.30	36	66.70
20.00	3999	11.60	36	66.70
17.70	4141	11.00	36	66.70
18.80	3989	10.80	36	66.70
30.20	3395	12.80	36	66.70
40.20	2740	16.80	36	66.70
20.50	2089	14.40	36	66.70
20.40	1914	17.00	36	66.70
24.30	1554	17.50	36	66.70
22.80	1112	18.70	36	66.70
33.60	803	22.70	36	66.70
41.90	703	27.60	36	66.70
43.80	624	26.60	36	66.70
43.10	943	22.60	36	66.70
47.10	1830	21.50	36	66.70
42.00	2799	17.80	36	66.70
40.80	3678	17.20	36	66.70
37.60	3182	17.90	36	66.70
39.00	2928	17.30	36	66.70
38.20	2763	16.40	36	66.70
34.60	2804	15.30	36	66.70
34.20	3086	14.90	36	66.70
34.60	3304	16.00	36	66.70
27.60	3300	13.60	36	66.70
24.70	3661	13.20	36	66.70
19.10	4080	10.90	36	66.70
19.10	4179	10.50	36	66.70
19.20	4126	13.80	36	66.70
37.90	3365	15.70	36	66.70
29.80	2524	17.70	36	66.70
27.50	2249	16.30	36	66.70
17.50	1976	15.40	36	66.70
24.10	1518	16.10	36	66.70
20.10	1202	18.20	36	66.70
31.00	860	20.10	36	66.70
41.90	701	24.70	36	66.70
39.80	645	27.10	36	66.70
42.20	930	22.60	36	66.70
44.30	1846	22.80	36	66.70
43.30	2933	16.50	36	66.70
37.90	3702	16.50	36	66.70

Report Data

32.70	3236	12.70	36	66.70
24.20	2948	9.40	36	66.70
18.10	2905	6.40	36	66.70
20.90	2850	8.80	36	66.70
22.60	3042	10.80	36	66.70
29.10	3314	13.80	36	66.70
23.80	3542	11.90	36	66.70
20.50	3710	11.20	36	66.70
17.00	4053	10.00	36	66.70
17.30	4188	12.40	36	66.70
14.80	3937	9.70	36	66.70
14.40	3333	11.80	36	66.70
21.20	2814	14.90	36	66.70
19.80	2252	15.50	36	66.70
15.10	2019	12.90	36	66.70
19.90	1591	15.80	36	66.70
19.90	1274	16.60	36	66.70
31.30	918	21.50	36	66.70
36.10	668	26.20	36	66.70
43.60	684	27.30	36	66.70
40.70	890	23.90	36	66.70
47.30	1647	20.30	36	66.70
38.90	2664	14.60	36	66.70
35.30	3616	13.60	36	66.70
36.50	3361	16.20	36	66.70
41.90	3138	18.20	36	66.70
35.50	2923	17.80	36	66.70
20.70	3066	10.60	36	66.70
30.20	3296	14.60	36	66.70
31.30	3472	14.50	36	66.70
27.20	3614	13.50	36	66.70
20.70	3874	11.80	36	66.70
16.80	4071	11.50	36	66.70
17.90	3958	10.80	36	66.70
18.40	4043	13.40	36	66.70
36.20	3460	13.90	36	66.70
38.00	2701	18.50	36	66.70
23.70	2524	16.00	36	66.70
16.40	2217	15.50	36	66.70
15.70	1783	15.30	36	66.70
14.40	1432	14.00	36	66.70

Report Data

7AM Average	3220	AM Peak	3220
8AM Average	2952		
4PM Average	4110	PM Peak	4110
5PM Average	4035		

PeMS Report Description

Report Description

Report	Aggregates>Time Series
Route Name	
Route Description	
Report link	https://pems.dot.ca.gov:443/?report_form=1&dnnode=VDS&content=lo
Report generated	09/24/2025 10:11
PeMS version	caltrans_pems-20.0.1

Report Parameters

Parameter	Value
Quantity	Flow
Data	16,416 Lane Points
Data Quality	64.9% Observed
Segment Type	VDS
Segment Name	Mainline VDS 828823 - NB Placentia Ave ON
start date	05/01/2024 00:00:00
end date	05/31/2024 23:59:59
Day of Week	Tu,We,Th,Fr
Granularity	hour

PeMS Report Description

[ops&tab=det_timeseries&station_id=828823&s_time_id=1714521600&s_time_id_f=05%2F01%2F20](#)

PeMS Report Description

[124+00%3A00&e_time_id=1717199940&e_time_id_f=05%2F31%2F2024+23%3A59&tod=all&tod_fror](#)

PeMS Report Description

n=0&tod_to=0&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&q2=truck_prop&gn=hour&i

PeMS Report Description

[agg=on&lane1=on&lane2=on&lane3=on](#)

Report Data

Hour	Hour	Lane 1 Flow (Ve	Lane 1 Truck Pr	Lane 2 Flow (Ve	Lane 2 Truck Pr	Lane 3 Flow (Ve
0	5/1/2024 0:00	171	0.00	158	26.60	293
1	5/1/2024 1:00	155	0.00	126	23.80	263
2	5/1/2024 2:00	177	0.00	134	16.40	273
3	5/1/2024 3:00	383	0.00	251	24.30	348
4	5/1/2024 4:00	795	0.00	461	16.10	530
5	5/1/2024 5:00	1248	0.00	791	9.70	732
6	5/1/2024 6:00	1372	0.00	1080	7.70	901
7	5/1/2024 7:00	1373	0.00	1130	12.30	868
8	5/1/2024 8:00	1109	0.00	801	15.20	751
9	5/1/2024 9:00	1014	0.00	745	20.50	762
10	5/1/2024 10:00	1041	0.00	808	17.60	748
11	5/1/2024 11:00	1003	0.00	785	14.10	760
12	5/1/2024 12:00	1003	0.00	823	10.70	816
13	5/1/2024 13:00	1075	0.00	845	13.40	839
14	5/1/2024 14:00	1108	0.00	849	10.60	926
15	5/1/2024 15:00	1157	0.00	938	9.40	999
16	5/1/2024 16:00	1163	0.00	874	9.30	1051
17	5/1/2024 17:00	1093	0.00	877	7.50	1020
18	5/1/2024 18:00	1045	0.00	749	9.20	904
19	5/1/2024 19:00	824	0.00	605	10.90	762
20	5/1/2024 20:00	620	0.00	489	11.20	674
21	5/1/2024 21:00	577	0.00	415	11.60	580
22	5/1/2024 22:00	361	0.00	266	15.80	490
23	5/1/2024 23:00	249	0.00	198	18.20	390
0	5/2/2024 0:00	202	0.00	145	21.40	293
1	5/2/2024 1:00	169	0.00	115	24.30	261
2	5/2/2024 2:00	192	0.00	137	16.80	274
3	5/2/2024 3:00	417	0.00	261	18.80	347
4	5/2/2024 4:00	736	0.00	469	11.50	534
5	5/2/2024 5:00	1187	0.00	709	14.20	700
6	5/2/2024 6:00	1412	0.00	988	11.50	915
7	5/2/2024 7:00	1286	0.00	1046	12.90	840
8	5/2/2024 8:00	1084	0.00	819	15.30	774
9	5/2/2024 9:00	1030	0.00	752	15.60	747
10	5/2/2024 10:00	1056	0.00	805	14.40	731
11	5/2/2024 11:00	976	0.00	789	15.60	786
12	5/2/2024 12:00	1018	0.00	820	14.60	792
13	5/2/2024 13:00	1048	0.00	846	13.40	864
14	5/2/2024 14:00	1095	0.00	912	9.50	927
15	5/2/2024 15:00	1152	0.00	899	12.60	1007
16	5/2/2024 16:00	1165	0.00	920	8.60	1050
17	5/2/2024 17:00	1117	0.00	874	7.90	1044
18	5/2/2024 18:00	1010	0.00	753	12.00	920
19	5/2/2024 19:00	816	0.00	628	11.60	752
20	5/2/2024 20:00	757	0.00	549	12.80	671
21	5/2/2024 21:00	635	0.00	447	11.90	634
22	5/2/2024 22:00	443	0.00	307	20.20	564
23	5/2/2024 23:00	320	0.00	211	14.70	409
0	5/3/2024 0:00	197	0.00	139	23.00	314
1	5/3/2024 1:00	178	0.00	126	31.00	281
2	5/3/2024 2:00	194	0.00	149	25.50	271

Report Data

3	5/3/2024 3:00	385	0.00	251	22.70	339
4	5/3/2024 4:00	712	0.00	443	14.00	513
5	5/3/2024 5:00	1091	0.00	652	13.30	705
6	5/3/2024 6:00	1271	0.00	915	11.50	873
7	5/3/2024 7:00	1255	0.00	975	13.90	796
8	5/3/2024 8:00	1123	0.00	830	18.70	780
9	5/3/2024 9:00	1063	0.00	788	16.80	777
10	5/3/2024 10:00	1052	0.00	810	16.80	766
11	5/3/2024 11:00	1021	0.00	829	13.80	838
12	5/3/2024 12:00	1066	0.00	896	13.60	879
13	5/3/2024 13:00	1101	0.00	843	12.90	906
14	5/3/2024 14:00	1259	0.00	969	11.60	964
15	5/3/2024 15:00	1202	0.00	990	8.80	1059
16	5/3/2024 16:00	1182	0.00	924	9.80	1022
17	5/3/2024 17:00	1153	0.00	922	8.40	985
18	5/3/2024 18:00	1119	0.00	865	6.40	933
19	5/3/2024 19:00	888	0.00	714	7.60	848
20	5/3/2024 20:00	833	0.00	596	8.70	710
21	5/3/2024 21:00	768	0.00	510	9.40	696
22	5/3/2024 22:00	601	0.00	420	12.10	638
23	5/3/2024 23:00	397	0.00	258	15.50	521
0	5/7/2024 0:00	214	0.00	165	26.70	302
1	5/7/2024 1:00	158	0.00	117	32.50	259
2	5/7/2024 2:00	194	0.00	139	18.00	276
3	5/7/2024 3:00	402	0.00	256	23.40	350
4	5/7/2024 4:00	804	0.00	489	17.20	559
5	5/7/2024 5:00	1190	0.00	737	14.70	732
6	5/7/2024 6:00	1503	0.00	1152	9.30	927
7	5/7/2024 7:00	1340	0.00	1061	12.70	845
8	5/7/2024 8:00	1081	0.00	802	16.30	764
9	5/7/2024 9:00	969	0.00	751	15.30	713
10	5/7/2024 10:00	1004	0.00	743	18.80	727
11	5/7/2024 11:00	891	0.00	752	17.00	736
12	5/7/2024 12:00	934	0.00	781	11.50	731
13	5/7/2024 13:00	1098	0.00	850	14.20	817
14	5/7/2024 14:00	1054	0.00	851	12.10	927
15	5/7/2024 15:00	1146	0.00	919	12.50	991
16	5/7/2024 16:00	1113	0.00	922	10.30	1043
17	5/7/2024 17:00	1131	0.00	861	8.90	1003
18	5/7/2024 18:00	938	0.00	693	11.30	895
19	5/7/2024 19:00	762	0.00	564	13.70	730
20	5/7/2024 20:00	655	0.00	451	13.50	630
21	5/7/2024 21:00	623	0.00	448	15.00	581
22	5/7/2024 22:00	375	0.00	277	19.50	469
23	5/7/2024 23:00	281	0.00	178	26.40	401
0	5/8/2024 0:00	195	0.00	153	29.40	304
1	5/8/2024 1:00	187	0.00	126	29.40	274
2	5/8/2024 2:00	177	0.00	125	20.80	260
3	5/8/2024 3:00	426	0.00	268	23.10	355
4	5/8/2024 4:00	768	0.00	460	16.50	563
5	5/8/2024 5:00	1258	0.00	712	12.10	718
6	5/8/2024 6:00	1402	0.00	1121	11.00	941

Report Data

7	5/8/2024 7:00	1331	0.00	1015	12.30	830
8	5/8/2024 8:00	1125	0.00	789	17.60	763
9	5/8/2024 9:00	994	0.00	758	17.40	762
10	5/8/2024 10:00	1029	0.00	769	17.30	733
11	5/8/2024 11:00	934	0.00	776	17.00	778
12	5/8/2024 12:00	963	0.00	810	15.60	808
13	5/8/2024 13:00	1036	0.00	785	16.60	852
14	5/8/2024 14:00	1075	0.00	884	12.40	920
15	5/8/2024 15:00	1114	0.00	979	8.90	955
16	5/8/2024 16:00	1203	0.00	926	8.60	1040
17	5/8/2024 17:00	1094	0.00	883	8.00	1015
18	5/8/2024 18:00	984	0.00	743	10.60	889
19	5/8/2024 19:00	783	0.00	606	12.20	722
20	5/8/2024 20:00	704	0.00	487	12.70	668
21	5/8/2024 21:00	552	0.00	396	10.60	609
22	5/8/2024 22:00	393	0.00	297	17.50	502
23	5/8/2024 23:00	260	0.00	178	25.30	412
0	5/9/2024 0:00	172	0.00	132	29.50	317
1	5/9/2024 1:00	160	0.00	134	22.40	285
2	5/9/2024 2:00	188	0.00	123	22.80	263
3	5/9/2024 3:00	373	0.00	258	20.20	354
4	5/9/2024 4:00	811	0.00	471	15.70	562
5	5/9/2024 5:00	1266	0.00	780	13.50	754
6	5/9/2024 6:00	1388	0.00	1058	10.60	907
7	5/9/2024 7:00	1331	0.00	984	13.20	825
8	5/9/2024 8:00	1085	0.00	827	14.10	790
9	5/9/2024 9:00	976	0.00	743	13.90	793
10	5/9/2024 10:00	1012	0.00	701	18.70	772
11	5/9/2024 11:00	963	0.00	754	16.60	810
12	5/9/2024 12:00	1010	0.00	803	14.20	818
13	5/9/2024 13:00	1033	0.00	854	12.40	894
14	5/9/2024 14:00	1098	0.00	887	12.40	935
15	5/9/2024 15:00	1133	0.00	945	12.00	1011
16	5/9/2024 16:00	1134	0.00	907	9.20	1063
17	5/9/2024 17:00	1091	0.00	845	6.70	989
18	5/9/2024 18:00	989	0.00	765	11.10	912
19	5/9/2024 19:00	861	0.00	678	10.50	804
20	5/9/2024 20:00	787	0.00	565	9.90	686
21	5/9/2024 21:00	618	0.00	443	12.00	600
22	5/9/2024 22:00	465	0.00	319	22.30	566
23	5/9/2024 23:00	309	0.00	209	15.80	482
0	5/10/2024 0:00	186	0.00	141	25.50	338
1	5/10/2024 1:00	178	0.00	119	30.30	272
2	5/10/2024 2:00	199	0.00	135	22.20	283
3	5/10/2024 3:00	345	0.00	223	14.30	341
4	5/10/2024 4:00	706	0.00	454	15.90	538
5	5/10/2024 5:00	1057	0.00	697	14.20	771
6	5/10/2024 6:00	1327	0.00	908	11.00	946
7	5/10/2024 7:00	1256	0.00	942	11.90	832
8	5/10/2024 8:00	1079	0.00	802	17.30	786
9	5/10/2024 9:00	1060	0.00	769	18.30	760
10	5/10/2024 10:00	1051	0.00	828	17.30	823

Report Data

11	5/10/2024 11:00	1035	0.00	782	18.50	843
12	5/10/2024 12:00	1112	0.00	925	12.10	896
13	5/10/2024 13:00	1061	0.00	803	11.10	931
14	5/10/2024 14:00	1288	0.00	1006	11.30	988
15	5/10/2024 15:00	1129	0.00	947	11.50	963
16	5/10/2024 16:00	1212	0.00	978	11.10	995
17	5/10/2024 17:00	1112	0.00	899	6.10	1053
18	5/10/2024 18:00	1084	0.00	820	8.20	966
19	5/10/2024 19:00	968	0.00	738	8.50	851
20	5/10/2024 20:00	833	0.00	649	8.80	731
21	5/10/2024 21:00	788	0.00	539	10.00	688
22	5/10/2024 22:00	615	0.00	503	11.90	637
23	5/10/2024 23:00	453	0.00	262	13.00	553
0	5/14/2024 0:00	173	0.00	135	23.00	284
1	5/14/2024 1:00	180	0.00	135	25.90	266
2	5/14/2024 2:00	191	0.00	133	24.10	264
3	5/14/2024 3:00	401	0.00	268	22.00	355
4	5/14/2024 4:00	807	0.00	483	21.30	533
5	5/14/2024 5:00	1226	0.00	724	12.30	741
6	5/14/2024 6:00	1428	0.00	1154	8.10	940
7	5/14/2024 7:00	1306	0.00	1026	14.20	832
8	5/14/2024 8:00	1034	0.00	803	17.90	785
9	5/14/2024 9:00	991	0.00	732	19.70	741
10	5/14/2024 10:00	1005	0.00	752	19.50	741
11	5/14/2024 11:00	965	0.00	787	15.60	795
12	5/14/2024 12:00	988	0.00	821	13.00	799
13	5/14/2024 13:00	1042	0.00	814	17.70	871
14	5/14/2024 14:00	1067	0.00	838	10.10	915
15	5/14/2024 15:00	1066	0.00	924	6.80	1015
16	5/14/2024 16:00	1086	0.00	825	9.70	1087
17	5/14/2024 17:00	1140	0.00	888	8.40	1019
18	5/14/2024 18:00	937	0.00	708	9.50	929
19	5/14/2024 19:00	763	0.00	585	13.50	740
20	5/14/2024 20:00	620	0.00	498	9.80	664
21	5/14/2024 21:00	590	0.00	396	17.20	581
22	5/14/2024 22:00	408	0.00	311	22.80	482
23	5/14/2024 23:00	260	0.00	198	24.20	410
0	5/15/2024 0:00	215	0.00	121	34.70	291
1	5/15/2024 1:00	181	0.00	138	29.00	267
2	5/15/2024 2:00	184	0.00	137	24.10	267
3	5/15/2024 3:00	402	0.00	226	18.10	334
4	5/15/2024 4:00	810	0.00	496	18.10	546
5	5/15/2024 5:00	1247	0.00	744	13.30	737
6	5/15/2024 6:00	1409	0.00	1226	9.10	950
7	5/15/2024 7:00	1298	0.00	984	16.00	831
8	5/15/2024 8:00	1083	0.00	799	17.80	780
9	5/15/2024 9:00	1043	0.00	743	19.40	760
10	5/15/2024 10:00	946	0.00	732	17.90	729
11	5/15/2024 11:00	938	0.00	714	17.10	761
12	5/15/2024 12:00	1027	0.00	813	15.90	812
13	5/15/2024 13:00	1074	0.00	885	13.20	875
14	5/15/2024 14:00	1158	0.00	853	13.20	852

Report Data

15	5/15/2024 15:00	1207	0.00	934	11.30	977
16	5/15/2024 16:00	1154	0.00	925	9.10	1059
17	5/15/2024 17:00	1101	0.00	873	8.40	1044
18	5/15/2024 18:00	962	0.00	765	9.90	935
19	5/15/2024 19:00	818	0.00	582	12.20	738
20	5/15/2024 20:00	688	0.00	539	11.10	666
21	5/15/2024 21:00	613	0.00	456	12.70	565
22	5/15/2024 22:00	399	0.00	287	19.50	510
23	5/15/2024 23:00	276	0.00	203	21.70	400
0	5/16/2024 0:00	199	0.00	137	23.40	318
1	5/16/2024 1:00	175	0.00	127	18.90	269
2	5/16/2024 2:00	209	0.00	140	30.00	273
3	5/16/2024 3:00	419	0.00	255	23.10	356
4	5/16/2024 4:00	791	0.00	484	16.90	543
5	5/16/2024 5:00	1200	0.00	723	12.00	738
6	5/16/2024 6:00	1480	0.00	1042	10.60	919
7	5/16/2024 7:00	1346	0.00	1057	13.20	836
8	5/16/2024 8:00	1146	0.00	875	12.90	789
9	5/16/2024 9:00	1009	0.00	739	18.10	749
10	5/16/2024 10:00	1050	0.00	775	18.20	792
11	5/16/2024 11:00	1033	0.00	834	18.50	802
12	5/16/2024 12:00	1048	0.00	812	15.90	807
13	5/16/2024 13:00	1090	0.00	864	13.30	882
14	5/16/2024 14:00	1177	0.00	903	12.40	956
15	5/16/2024 15:00	1214	0.00	994	9.90	1024
16	5/16/2024 16:00	1166	0.00	953	7.10	1062
17	5/16/2024 17:00	1095	0.00	856	9.50	1006
18	5/16/2024 18:00	1032	0.00	838	8.10	920
19	5/16/2024 19:00	846	0.00	632	10.00	771
20	5/16/2024 20:00	701	0.00	548	11.70	707
21	5/16/2024 21:00	640	0.00	458	16.20	620
22	5/16/2024 22:00	472	0.00	294	25.90	553
23	5/16/2024 23:00	313	0.00	220	21.40	459
0	5/17/2024 0:00	221	0.00	160	28.80	326
1	5/17/2024 1:00	160	0.00	114	28.90	276
2	5/17/2024 2:00	200	0.00	130	30.00	279
3	5/17/2024 3:00	391	0.00	252	20.60	347
4	5/17/2024 4:00	751	0.00	449	17.80	522
5	5/17/2024 5:00	1068	0.00	651	13.10	698
6	5/17/2024 6:00	1358	0.00	867	16.10	890
7	5/17/2024 7:00	1271	0.00	950	11.80	825
8	5/17/2024 8:00	1181	0.00	841	17.60	813
9	5/17/2024 9:00	1165	0.00	776	17.80	795
10	5/17/2024 10:00	1142	0.00	833	16.00	827
11	5/17/2024 11:00	1045	0.00	859	16.20	842
12	5/17/2024 12:00	1059	0.00	822	13.10	863
13	5/17/2024 13:00	1150	0.00	853	14.80	956
14	5/17/2024 14:00	1213	0.00	913	11.80	1018
15	5/17/2024 15:00	1173	0.00	981	11.40	1047
16	5/17/2024 16:00	1213	0.00	931	7.90	1050
17	5/17/2024 17:00	1191	0.00	944	8.90	1039
18	5/17/2024 18:00	1150	0.00	825	11.80	930

Report Data

19	5/17/2024 19:00	902	0.00	690	10.70	881
20	5/17/2024 20:00	902	0.00	640	9.20	763
21	5/17/2024 21:00	768	0.00	552	12.70	684
22	5/17/2024 22:00	596	0.00	429	12.80	638
23	5/17/2024 23:00	455	0.00	269	12.30	581
0	5/21/2024 0:00	186	0.00	131	29.80	347
1	5/21/2024 1:00	169	0.00	124	27.40	280
2	5/21/2024 2:00	178	0.00	132	16.70	276
3	5/21/2024 3:00	410	0.00	252	24.20	339
4	5/21/2024 4:00	777	0.00	471	16.30	541
5	5/21/2024 5:00	1261	0.00	741	13.60	710
6	5/21/2024 6:00	1487	0.00	1113	11.20	925
7	5/21/2024 7:00	1345	0.00	1038	15.50	834
8	5/21/2024 8:00	1131	0.00	809	17.60	753
9	5/21/2024 9:00	998	0.00	727	20.10	693
10	5/21/2024 10:00	1036	0.00	745	19.20	763
11	5/21/2024 11:00	994	0.00	762	16.90	739
12	5/21/2024 12:00	1020	0.00	790	17.70	816
13	5/21/2024 13:00	1002	0.00	790	15.10	880
14	5/21/2024 14:00	1110	0.00	871	11.50	903
15	5/21/2024 15:00	1154	0.00	920	10.80	969
16	5/21/2024 16:00	1097	0.00	879	11.40	1038
17	5/21/2024 17:00	1091	0.00	873	8.80	1025
18	5/21/2024 18:00	968	0.00	728	9.50	915
19	5/21/2024 19:00	766	0.00	582	14.30	731
20	5/21/2024 20:00	620	0.00	464	12.50	667
21	5/21/2024 21:00	572	0.00	417	19.70	569
22	5/21/2024 22:00	400	0.00	315	19.70	491
23	5/21/2024 23:00	252	0.00	182	28.60	413
0	5/22/2024 0:00	202	0.00	139	30.20	302
1	5/22/2024 1:00	155	0.00	132	32.60	268
2	5/22/2024 2:00	195	0.00	125	18.40	260
3	5/22/2024 3:00	391	0.00	259	21.20	340
4	5/22/2024 4:00	771	0.00	478	17.20	560
5	5/22/2024 5:00	1247	0.00	746	11.90	741
6	5/22/2024 6:00	1456	0.00	1077	9.10	914
7	5/22/2024 7:00	1305	0.00	1011	12.40	826
8	5/22/2024 8:00	1076	0.00	809	15.90	812
9	5/22/2024 9:00	1051	0.00	711	21.90	772
10	5/22/2024 10:00	1009	0.00	753	14.90	723
11	5/22/2024 11:00	1016	0.00	751	16.80	784
12	5/22/2024 12:00	1032	0.00	843	13.80	839
13	5/22/2024 13:00	1097	0.00	837	13.70	874
14	5/22/2024 14:00	1097	0.00	866	13.60	907
15	5/22/2024 15:00	1186	0.00	961	8.70	1019
16	5/22/2024 16:00	1136	0.00	939	8.00	1056
17	5/22/2024 17:00	1144	0.00	863	11.00	1025
18	5/22/2024 18:00	983	0.00	755	8.70	888
19	5/22/2024 19:00	794	0.00	609	9.90	695
20	5/22/2024 20:00	676	0.00	499	12.60	671
21	5/22/2024 21:00	596	0.00	422	15.40	605
22	5/22/2024 22:00	437	0.00	302	23.50	505

Report Data

23	5/22/2024 23:00	280	0.00	180	17.80	418
0	5/23/2024 0:00	184	0.00	125	27.20	315
1	5/23/2024 1:00	153	0.00	123	35.00	280
2	5/23/2024 2:00	174	0.00	123	21.10	262
3	5/23/2024 3:00	386	0.00	255	27.50	349
4	5/23/2024 4:00	741	0.00	433	18.00	550
5	5/23/2024 5:00	1197	0.00	730	13.20	720
6	5/23/2024 6:00	1416	0.00	1069	12.10	933
7	5/23/2024 7:00	1311	0.00	1003	15.20	825
8	5/23/2024 8:00	1180	0.00	848	18.20	788
9	5/23/2024 9:00	1041	0.00	763	16.60	754
10	5/23/2024 10:00	977	0.00	747	19.70	735
11	5/23/2024 11:00	1088	0.00	859	13.40	823
12	5/23/2024 12:00	1006	0.00	782	17.80	805
13	5/23/2024 13:00	1080	0.00	871	12.90	888
14	5/23/2024 14:00	1169	0.00	890	11.90	965
15	5/23/2024 15:00	1174	0.00	957	9.00	1054
16	5/23/2024 16:00	1163	0.00	938	8.40	1064
17	5/23/2024 17:00	1172	0.00	950	8.10	1019
18	5/23/2024 18:00	1003	0.00	766	9.00	918
19	5/23/2024 19:00	851	0.00	658	11.40	757
20	5/23/2024 20:00	776	0.00	587	10.70	701
21	5/23/2024 21:00	663	0.00	449	17.40	645
22	5/23/2024 22:00	489	0.00	328	18.30	544
23	5/23/2024 23:00	301	0.00	215	22.30	464
0	5/24/2024 0:00	221	0.00	152	20.40	323
1	5/24/2024 1:00	170	0.00	120	26.70	290
2	5/24/2024 2:00	225	0.00	113	23.00	256
3	5/24/2024 3:00	423	0.00	221	20.80	327
4	5/24/2024 4:00	739	0.00	409	20.80	529
5	5/24/2024 5:00	1091	0.00	639	15.20	689
6	5/24/2024 6:00	1271	0.00	827	13.20	877
7	5/24/2024 7:00	1228	0.00	919	15.60	785
8	5/24/2024 8:00	1142	0.00	809	15.60	774
9	5/24/2024 9:00	1127	0.00	796	14.10	763
10	5/24/2024 10:00	1122	0.00	854	17.60	806
11	5/24/2024 11:00	1143	0.00	849	16.30	844
12	5/24/2024 12:00	1111	0.00	924	12.10	825
13	5/24/2024 13:00	1214	0.00	921	14.40	893
14	5/24/2024 14:00	1244	0.00	950	12.00	989
15	5/24/2024 15:00	1255	0.00	976	9.60	1021
16	5/24/2024 16:00	1254	0.00	924	7.80	1015
17	5/24/2024 17:00	1204	0.00	891	9.00	964
18	5/24/2024 18:00	1046	0.00	846	9.30	966
19	5/24/2024 19:00	999	0.00	705	10.10	854
20	5/24/2024 20:00	830	0.00	593	9.80	715
21	5/24/2024 21:00	743	0.00	501	14.40	709
22	5/24/2024 22:00	631	0.00	417	11.80	615
23	5/24/2024 23:00	423	0.00	263	14.40	511
0	5/28/2024 0:00	233	0.00	133	24.80	287
1	5/28/2024 1:00	186	0.00	107	27.10	251
2	5/28/2024 2:00	213	0.00	128	20.30	259

Report Data

3	5/28/2024 3:00	439	0.00	258	17.40	365
4	5/28/2024 4:00	816	0.00	474	13.10	569
5	5/28/2024 5:00	1201	0.00	751	9.10	733
6	5/28/2024 6:00	1422	0.00	1197	8.50	924
7	5/28/2024 7:00	1294	0.00	1034	12.30	815
8	5/28/2024 8:00	1075	0.00	822	17.00	758
9	5/28/2024 9:00	1063	0.00	754	15.90	739
10	5/28/2024 10:00	1046	0.00	760	17.20	743
11	5/28/2024 11:00	1029	0.00	821	13.40	791
12	5/28/2024 12:00	1019	0.00	792	13.90	803
13	5/28/2024 13:00	1093	0.00	862	13.80	852
14	5/28/2024 14:00	1113	0.00	867	15.20	921
15	5/28/2024 15:00	1116	0.00	954	10.20	971
16	5/28/2024 16:00	1103	0.00	889	10.10	1029
17	5/28/2024 17:00	1141	0.00	844	12.10	990
18	5/28/2024 18:00	932	0.00	722	10.10	870
19	5/28/2024 19:00	772	0.00	615	9.40	746
20	5/28/2024 20:00	673	0.00	477	12.60	643
21	5/28/2024 21:00	561	0.00	443	15.10	585
22	5/28/2024 22:00	422	0.00	323	21.10	513
23	5/28/2024 23:00	322	0.00	203	23.20	403
0	5/29/2024 0:00	190	0.00	133	28.60	300
1	5/29/2024 1:00	158	0.00	112	20.50	259
2	5/29/2024 2:00	184	0.00	146	22.60	282
3	5/29/2024 3:00	448	0.00	248	26.20	345
4	5/29/2024 4:00	794	0.00	485	13.60	553
5	5/29/2024 5:00	1200	0.00	730	12.90	720
6	5/29/2024 6:00	1455	0.00	1107	10.70	912
7	5/29/2024 7:00	1316	0.00	995	15.90	816
8	5/29/2024 8:00	1153	0.00	892	18.40	779
9	5/29/2024 9:00	1092	0.00	775	17.70	728
10	5/29/2024 10:00	983	0.00	760	16.60	732
11	5/29/2024 11:00	971	0.00	744	15.30	803
12	5/29/2024 12:00	1026	0.00	774	16.90	818
13	5/29/2024 13:00	1047	0.00	857	9.50	834
14	5/29/2024 14:00	1140	0.00	880	14.40	925
15	5/29/2024 15:00	1199	0.00	952	10.20	986
16	5/29/2024 16:00	1138	0.00	885	8.70	1045
17	5/29/2024 17:00	1132	0.00	911	8.10	1008
18	5/29/2024 18:00	984	0.00	714	11.30	915
19	5/29/2024 19:00	817	0.00	600	15.00	724
20	5/29/2024 20:00	667	0.00	517	11.40	669
21	5/29/2024 21:00	587	0.00	407	12.80	598
22	5/29/2024 22:00	432	0.00	323	17.30	490
23	5/29/2024 23:00	271	0.00	179	22.90	405
0	5/30/2024 0:00	201	0.00	130	30.00	324
1	5/30/2024 1:00	148	0.00	120	23.30	270
2	5/30/2024 2:00	182	0.00	141	27.00	271
3	5/30/2024 3:00	426	0.00	266	23.70	358
4	5/30/2024 4:00	783	0.00	453	17.20	538
5	5/30/2024 5:00	1196	0.00	722	14.00	755
6	5/30/2024 6:00	1475	0.00	1078	9.60	914

Report Data

7	5/30/2024 7:00	1306	0.00	1086	13.90	841
8	5/30/2024 8:00	1138	0.00	877	17.10	778
9	5/30/2024 9:00	1080	0.00	747	21.00	773
10	5/30/2024 10:00	1016	0.00	782	16.50	770
11	5/30/2024 11:00	988	0.00	790	14.40	780
12	5/30/2024 12:00	1066	0.00	828	15.60	829
13	5/30/2024 13:00	1017	0.00	760	15.30	889
14	5/30/2024 14:00	1109	0.00	899	10.90	939
15	5/30/2024 15:00	1144	0.00	957	10.00	984
16	5/30/2024 16:00	1137	0.00	896	9.20	1058
17	5/30/2024 17:00	1057	0.00	862	8.60	993
18	5/30/2024 18:00	944	0.00	727	8.80	927
19	5/30/2024 19:00	829	0.00	642	10.10	799
20	5/30/2024 20:00	784	0.00	556	15.30	689
21	5/30/2024 21:00	700	0.00	466	18.50	614
22	5/30/2024 22:00	524	0.00	335	17.90	514
23	5/30/2024 23:00	338	0.00	230	14.80	431
0	5/31/2024 0:00	250	0.00	164	26.20	328
1	5/31/2024 1:00	187	0.00	129	24.00	271
2	5/31/2024 2:00	214	0.00	163	27.00	286
3	5/31/2024 3:00	415	0.00	263	23.20	357
4	5/31/2024 4:00	724	0.00	471	15.90	537
5	5/31/2024 5:00	1111	0.00	695	14.50	698
6	5/31/2024 6:00	1273	0.00	871	13.90	871
7	5/31/2024 7:00	1286	0.00	931	12.90	846
8	5/31/2024 8:00	1112	0.00	844	16.80	791
9	5/31/2024 9:00	1083	0.00	790	17.60	762
10	5/31/2024 10:00	1041	0.00	853	16.10	801
11	5/31/2024 11:00	1068	0.00	860	15.00	840
12	5/31/2024 12:00	1054	0.00	863	12.40	868
13	5/31/2024 13:00	1086	0.00	864	11.80	900
14	5/31/2024 14:00	1244	0.00	999	9.30	977
15	5/31/2024 15:00	1224	0.00	968	8.80	946
16	5/31/2024 16:00	1230	0.00	935	10.40	985
17	5/31/2024 17:00	1212	0.00	902	9.10	1044
18	5/31/2024 18:00	1115	0.00	815	10.70	813
19	5/31/2024 19:00	943	0.00	706	11.50	794
20	5/31/2024 20:00	885	0.00	648	12.50	724
21	5/31/2024 21:00	805	0.00	595	10.40	654
22	5/31/2024 22:00	585	0.00	411	12.40	568
23	5/31/2024 23:00	421	0.00	274	12.00	481

Report Data

Lane 3 Truck Pr Flow (Veh/Hour)	Truck Prop (%)	# Lane Points	% Observed	
21.80	622	17.00	36	66.70
26.20	544	18.20	36	66.70
24.90	584	15.40	36	66.70
23.30	982	14.50	36	66.70
19.60	1786	10.00	36	66.70
13.80	2771	6.40	36	66.70
14.20	3353	6.30	36	66.70
16.70	3371	8.40	36	66.70
15.30	2661	8.90	36	66.70
10.60	2521	9.30	36	66.70
7.10	2597	7.50	36	66.70
6.60	2548	6.30	36	66.70
7.80	2642	5.80	36	66.70
9.20	2759	6.90	36	66.70
8.50	2883	5.90	36	66.70
7.90	3094	5.40	36	66.70
9.20	3088	5.80	36	66.70
11.40	2990	6.10	36	66.70
11.00	2698	6.20	36	66.70
12.60	2191	7.40	36	66.70
12.30	1783	7.70	36	66.70
15.20	1572	8.70	36	66.70
18.20	1117	11.70	36	66.70
17.90	837	12.70	36	66.70
23.50	640	15.60	36	66.70
26.10	545	17.60	36	66.70
21.20	603	13.40	36	66.70
22.50	1025	12.40	36	66.70
16.30	1739	8.10	36	66.70
18.00	2596	8.70	36	66.70
16.40	3315	8.00	36	66.70
17.10	3172	8.80	36	66.70
14.00	2677	8.70	36	66.70
11.40	2529	8.00	36	66.70
8.50	2592	6.90	36	66.70
7.10	2551	7.00	36	66.70
10.50	2630	7.70	36	66.70
10.10	2758	7.30	36	66.70
8.50	2934	5.70	36	66.70
9.00	3058	6.70	36	66.70
9.90	3135	5.80	36	66.70
10.70	3035	6.00	36	66.70
12.50	2683	7.60	36	66.70
13.60	2196	8.00	36	66.70
13.70	1977	8.20	36	66.70
15.10	1716	8.70	36	66.70
13.30	1314	10.40	36	66.70
15.20	940	9.90	36	66.70
23.90	650	16.50	36	66.70
28.10	585	20.20	36	66.70
26.60	614	17.90	36	66.70

Report Data

23.00	975	13.80	36	66.70
16.20	1668	8.70	36	66.70
14.80	2448	7.80	36	66.70
15.10	3059	7.70	36	66.70
19.50	3026	9.60	36	66.70
14.70	2733	9.90	36	66.70
12.40	2628	8.70	36	66.70
11.70	2628	8.60	36	66.70
9.70	2688	7.30	36	66.70
9.40	2841	7.20	36	66.70
10.90	2850	7.30	36	66.70
10.80	3192	6.80	36	66.70
9.60	3251	5.80	36	66.70
10.20	3128	6.20	36	66.70
11.20	3060	6.10	36	66.70
11.50	2917	5.60	36	66.70
12.30	2450	6.40	36	66.70
13.50	2139	6.90	36	66.70
14.10	1974	7.40	36	66.70
15.40	1659	9.00	36	66.70
16.10	1176	10.50	36	66.70
22.80	681	16.60	36	66.70
26.30	534	19.90	36	66.70
17.40	609	12.00	36	66.70
20.00	1008	12.90	36	66.70
16.30	1852	9.40	36	66.70
18.30	2659	9.10	36	66.70
17.60	3582	7.50	36	66.70
17.00	3246	8.60	36	66.70
15.80	2647	9.50	36	66.70
12.20	2433	8.30	36	66.70
9.90	2474	8.60	36	66.70
9.80	2379	8.40	36	66.70
8.90	2446	6.30	36	66.70
6.60	2765	6.30	36	66.70
9.40	2832	6.70	36	66.70
10.80	3056	7.30	36	66.70
10.40	3078	6.60	36	66.70
11.60	2995	6.40	36	66.70
11.20	2526	7.00	36	66.70
11.00	2056	7.60	36	66.70
13.80	1736	8.50	36	66.70
14.30	1652	9.10	36	66.70
16.00	1121	11.50	36	66.70
19.20	860	14.40	36	66.70
23.40	652	17.80	36	66.70
25.90	587	18.40	36	66.70
24.60	562	16.00	36	66.70
22.30	1049	13.40	36	66.70
17.10	1791	9.60	36	66.70
16.90	2688	7.70	36	66.70
14.20	3464	7.40	36	66.70

Report Data

19.90	3176	9.10	36	66.70
13.60	2677	9.10	36	66.70
12.10	2514	8.90	36	66.70
9.50	2531	8.00	36	66.70
9.60	2488	8.30	36	66.70
9.90	2581	8.00	36	66.70
11.00	2673	8.40	36	66.70
11.00	2879	7.30	36	66.70
9.90	3048	6.00	36	66.70
10.50	3169	6.00	36	66.70
10.00	2992	5.80	36	66.70
11.90	2616	7.10	36	66.70
12.50	2111	7.80	36	66.70
14.40	1859	8.50	36	66.70
12.80	1557	7.70	36	66.70
14.10	1192	10.30	36	66.70
14.80	850	12.50	36	66.70
24.30	621	18.70	36	66.70
22.10	579	16.10	36	66.70
24.00	574	15.90	36	66.70
20.30	985	12.60	36	66.70
17.40	1844	9.30	36	66.70
13.80	2800	7.50	36	66.70
18.30	3353	8.30	36	66.70
19.00	3140	9.10	36	66.70
12.50	2702	8.00	36	66.70
7.20	2512	6.40	36	66.70
9.80	2485	8.30	36	66.70
6.80	2527	7.10	36	66.70
8.90	2631	7.10	36	66.70
8.40	2781	6.50	36	66.70
8.70	2920	6.50	36	66.70
10.50	3089	7.10	36	66.70
9.50	3104	5.90	36	66.70
11.80	2925	5.90	36	66.70
12.00	2666	7.30	36	66.70
10.10	2343	6.50	36	66.70
12.40	2038	6.90	36	66.70
14.80	1661	8.50	36	66.70
14.30	1350	11.30	36	66.70
16.20	1000	11.10	36	66.70
20.70	665	15.90	36	66.70
27.20	569	19.30	36	66.70
24.40	617	16.00	36	66.70
18.80	909	10.60	36	66.70
18.00	1698	10.00	36	66.70
14.80	2525	8.40	36	66.70
15.40	3181	7.70	36	66.70
15.70	3030	8.00	36	66.70
13.90	2667	9.30	36	66.70
10.30	2589	8.50	36	66.70
10.00	2702	8.30	36	66.70

Report Data

10.90	2660	8.90	36	66.70
9.30	2933	6.60	36	66.70
10.00	2795	6.50	36	66.70
12.00	3282	7.10	36	66.70
27.00	3039	12.10	36	66.70
32.30	3185	13.50	36	66.70
13.00	3064	6.30	36	66.70
11.70	2870	6.30	36	66.70
12.00	2557	6.50	36	66.70
13.50	2213	7.00	36	66.70
14.50	2015	7.60	36	66.70
15.20	1755	8.90	36	66.70
13.20	1268	8.40	36	66.70
23.60	592	16.60	36	66.70
21.80	581	16.00	36	66.70
26.10	588	17.20	36	66.70
22.00	1024	13.40	36	66.70
19.50	1823	11.40	36	66.70
15.50	2691	7.60	36	66.70
11.20	3522	5.70	36	66.70
19.20	3164	9.70	36	66.70
13.40	2622	9.50	36	66.70
10.90	2464	9.10	36	66.70
9.30	2498	8.60	36	66.70
8.40	2547	7.50	36	66.70
8.40	2608	6.70	36	66.70
13.10	2727	9.50	36	66.70
10.40	2820	6.40	36	66.70
8.40	3005	4.90	36	66.70
9.40	2998	6.10	36	66.70
12.00	3047	6.50	36	66.70
10.70	2574	6.40	36	66.70
12.80	2088	8.30	36	66.70
13.60	1782	7.80	36	66.70
14.50	1567	9.70	36	66.70
17.60	1201	13.00	36	66.70
20.20	868	15.10	36	66.70
28.90	627	20.10	36	66.70
30.30	586	20.60	36	66.70
23.60	588	16.30	36	66.70
22.80	962	12.20	36	66.70
17.90	1852	10.20	36	66.70
17.40	2728	8.30	36	66.70
15.10	3585	7.10	36	66.70
19.40	3113	10.20	36	66.70
15.30	2662	9.80	36	66.70
10.40	2546	8.80	36	66.70
8.50	2407	8.00	36	66.70
10.90	2413	8.50	36	66.70
10.00	2652	7.90	36	66.70
10.10	2834	7.20	36	66.70
11.70	2863	7.40	36	66.70

Report Data

9.80	3118	6.50	36	66.70
9.70	3138	6.00	36	66.70
10.10	3018	5.90	36	66.70
11.00	2662	6.70	36	66.70
12.20	2138	7.50	36	66.70
12.00	1893	7.40	36	66.70
17.50	1634	9.60	36	66.70
14.90	1196	11.00	36	66.70
15.00	879	11.80	36	66.70
18.90	654	14.10	36	66.70
22.70	571	14.90	36	66.70
30.40	622	20.10	36	66.70
22.20	1030	13.40	36	66.70
17.70	1818	9.80	36	66.70
14.60	2661	7.30	36	66.70
16.00	3441	7.50	36	66.70
17.80	3239	8.90	36	66.70
12.30	2810	7.50	36	66.70
12.40	2497	9.10	36	66.70
8.60	2617	8.00	36	66.70
8.10	2669	8.20	36	66.70
10.00	2667	7.90	36	66.70
9.20	2836	6.90	36	66.70
9.60	3036	6.70	36	66.70
10.50	3232	6.40	36	66.70
9.50	3181	5.30	36	66.70
11.00	2957	6.50	36	66.70
12.10	2790	6.40	36	66.70
11.90	2249	6.90	36	66.70
13.70	1956	8.20	36	66.70
13.50	1718	9.20	36	63.90
17.50	1319	13.10	36	66.70
19.00	992	13.50	36	66.70
26.40	707	18.70	36	66.70
31.90	550	22.00	36	66.70
30.80	609	20.50	36	66.70
21.00	990	12.60	36	66.70
17.60	1722	10.00	36	66.70
15.80	2417	8.10	36	66.70
18.40	3115	9.80	36	66.70
18.10	3046	8.60	36	66.70
12.90	2835	8.90	36	66.70
10.40	2736	8.10	36	66.70
9.40	2802	7.50	36	66.70
10.90	2746	8.40	36	66.70
10.40	2744	7.20	36	66.70
11.10	2959	7.80	36	66.70
10.40	3144	6.80	36	66.70
11.40	3201	7.20	36	66.70
13.50	3194	6.80	36	66.70
11.60	3174	6.50	36	66.70
12.20	2905	7.20	36	66.70

Report Data

12.60	2473	7.50	36	66.70
13.40	2305	7.00	36	66.70
15.60	2004	8.80	36	66.70
15.70	1663	9.30	36	66.70
13.10	1305	8.40	36	66.70
21.90	664	17.30	36	66.70
20.00	573	15.70	36	66.70
25.70	586	15.90	36	66.70
22.40	1001	13.70	36	66.70
19.40	1789	10.20	36	66.70
18.50	2712	8.60	36	66.70
19.20	3525	8.60	36	66.70
16.30	3217	9.20	36	66.70
15.70	2693	9.70	36	66.70
9.70	2418	8.80	36	66.70
17.40	2544	10.80	36	66.70
5.00	2495	6.70	36	66.70
9.70	2626	8.30	36	66.70
8.30	2672	7.20	36	66.70
10.50	2884	6.80	36	66.70
9.90	3043	6.40	36	66.70
10.40	3014	6.90	36	66.70
10.60	2989	6.20	36	66.70
9.60	2611	6.00	36	66.70
11.80	2079	8.10	36	66.70
12.10	1751	7.90	36	66.70
14.90	1558	10.70	36	66.70
15.70	1206	11.50	36	66.70
20.80	847	16.30	36	66.70
22.80	643	17.30	36	66.70
28.70	555	21.60	36	66.70
26.90	580	16.00	36	66.70
23.80	990	13.70	36	66.70
17.10	1809	9.80	36	66.70
16.10	2734	7.60	36	66.70
16.10	3447	7.10	36	66.70
17.30	3142	8.50	36	66.70
11.70	2697	8.30	36	66.70
12.70	2534	10.00	36	66.70
10.50	2485	7.60	36	66.70
9.40	2551	7.80	36	66.70
8.10	2714	6.80	36	66.70
8.40	2808	6.70	36	66.70
11.60	2870	7.80	36	66.70
9.30	3166	5.70	36	66.70
9.80	3131	5.70	36	66.70
11.70	3032	7.10	36	66.70
11.10	2626	6.30	36	66.70
11.20	2098	6.60	36	66.70
13.40	1846	8.30	36	66.70
15.00	1623	9.60	36	66.70
15.60	1244	12.10	36	66.70

Report Data

13.60	878	10.10	36	66.70
24.40	624	17.80	36	66.70
29.60	556	22.70	36	66.70
28.60	559	18.10	36	66.70
21.80	990	14.70	36	66.70
16.00	1724	9.60	36	66.70
15.60	2647	7.90	36	66.70
17.40	3418	8.50	36	66.70
20.20	3139	10.20	36	66.70
13.70	2816	9.30	36	66.70
10.60	2558	8.10	36	66.70
11.30	2459	9.40	36	66.70
5.70	2770	5.80	36	66.70
11.90	2593	9.10	36	66.70
8.90	2839	6.70	36	66.70
10.20	3024	6.70	36	66.70
9.30	3185	5.80	36	66.70
11.40	3165	6.30	36	66.70
11.10	3141	6.00	36	66.70
11.80	2687	6.60	36	66.70
12.90	2266	7.60	36	66.70
12.30	2064	7.20	36	66.70
13.60	1757	9.40	36	66.70
14.00	1361	10.00	36	66.70
12.90	980	11.00	36	66.70
18.30	696	12.90	36	66.70
27.20	580	19.10	36	66.70
25.40	594	15.30	36	66.70
19.90	971	11.40	36	66.70
15.30	1677	9.90	36	66.70
17.10	2419	8.90	36	66.70
15.40	2975	8.20	36	66.70
19.50	2932	10.10	36	66.70
12.90	2725	8.30	36	66.70
12.50	2686	7.70	36	66.70
11.20	2782	8.60	36	66.70
11.30	2836	8.20	36	66.70
14.50	2860	8.10	36	66.70
13.30	3028	8.30	36	66.70
10.60	3183	6.90	36	66.70
10.00	3252	6.00	36	66.70
10.20	3193	5.50	36	66.70
10.50	3059	5.90	36	66.70
11.70	2858	6.70	36	66.70
12.30	2558	6.90	36	66.70
12.30	2138	6.80	36	66.70
14.80	1953	9.10	36	66.70
15.00	1663	8.50	36	66.70
14.50	1197	9.40	36	66.70
30.30	653	18.40	36	66.70
30.70	544	19.50	36	66.70
28.20	600	16.50	36	66.70

Report Data

24.90	1062	12.80	36	66.70
16.30	1859	8.30	36	66.70
16.60	2685	7.10	36	66.70
12.70	3543	6.20	36	66.70
17.40	3143	8.60	36	66.70
16.60	2655	10.00	36	66.70
9.90	2556	7.60	36	66.70
9.40	2549	7.90	36	66.70
8.00	2641	6.60	36	66.70
8.30	2614	6.80	36	66.70
10.00	2807	7.30	36	66.70
11.50	2901	8.20	36	66.70
10.20	3041	6.40	36	66.70
10.70	3021	6.60	36	66.70
11.80	2975	7.40	36	66.70
10.20	2524	6.40	36	66.70
10.10	2133	6.20	36	66.70
13.40	1793	8.10	36	66.70
14.50	1589	9.60	36	66.70
15.00	1258	11.50	36	66.70
16.90	928	12.40	36	66.70
24.70	623	18.00	36	66.70
24.70	529	16.40	36	66.70
26.60	612	17.60	36	66.70
24.90	1041	14.50	36	66.70
16.50	1832	8.60	36	66.70
17.90	2650	8.40	36	66.70
16.90	3474	7.90	36	66.70
19.40	3127	10.10	36	66.70
15.00	2824	10.00	36	66.70
12.50	2595	8.80	36	66.70
8.30	2475	7.60	36	66.70
6.60	2518	6.60	36	66.70
10.40	2618	8.30	36	66.70
8.00	2738	5.40	36	66.70
10.70	2945	7.70	36	66.70
10.40	3137	6.40	36	66.70
9.50	3068	5.70	36	66.70
12.00	3051	6.40	36	66.70
12.50	2613	7.50	36	66.70
14.50	2141	9.10	36	66.70
12.60	1853	7.70	36	66.70
13.00	1592	8.20	36	66.70
16.90	1245	11.20	36	66.70
15.80	855	12.30	36	66.70
19.10	655	15.40	36	66.70
23.00	538	16.70	36	66.70
28.00	594	19.20	36	66.70
24.90	1050	14.50	36	66.70
18.00	1774	9.90	36	66.70
16.00	2673	8.30	36	66.70
16.00	3467	7.20	36	66.70

Report Data

16.80	3233	9.00	36	66.70
13.80	2793	9.20	36	66.70
13.30	2600	10.00	36	66.70
7.90	2568	7.40	36	66.70
9.10	2558	7.20	36	66.70
9.70	2723	7.70	36	66.70
9.60	2666	7.50	36	66.70
8.30	2947	6.00	36	66.70
10.90	3085	6.60	36	66.70
14.20	3091	7.50	36	66.70
12.10	2912	6.70	36	66.70
10.70	2598	6.30	36	66.70
11.80	2270	7.00	36	66.70
13.60	2029	8.80	36	66.70
15.80	1780	10.30	36	66.70
15.80	1373	10.30	36	66.70
16.50	999	10.50	36	66.70
20.10	742	14.70	36	66.70
24.00	587	16.40	36	66.70
25.90	663	17.80	36	66.70
21.80	1035	13.40	36	66.70
17.70	1732	9.80	36	66.70
17.30	2504	8.90	36	66.70
16.90	3015	8.90	36	66.70
16.90	3063	8.60	36	66.70
15.70	2747	9.70	36	66.70
8.80	2635	7.80	36	66.70
11.70	2695	8.60	36	66.70
11.70	2768	8.20	36	66.70
11.10	2785	7.30	36	66.70
10.10	2850	6.80	36	66.70
8.40	3220	5.40	36	66.70
34.60	3138	13.10	36	66.70
24.80	3150	10.80	36	66.70
12.00	3158	6.60	36	66.70
37.80	2743	14.40	36	66.70
13.20	2443	7.60	36	66.70
14.10	2257	8.10	36	66.70
13.30	2054	7.30	36	66.70
14.30	1564	8.40	36	66.70
15.80	1176	9.30	36	66.70

Report Data

7AM Average	3143 AM Peak	3143
8AM Average	2718	
4PM Average	3117 PM Peak	3117
5PM Average	3030	

PeMS Report Description

Report Description

Report	Aggregates>Time Series
Route Name	
Route Description	
Report link	https://pems.dot.ca.gov:443/?report_form=1&dnnode=VDS&content=lo
Report generated	09/24/2025 10:12
PeMS version	caltrans_pems-20.0.1

Report Parameters

Parameter	Value
Quantity	Flow
Data	16,416 Lane Points
Data Quality	66.7% Observed
Segment Type	VDS
Segment Name	Mainline VDS 826272 - D St
start date	05/01/2024 00:00:00
end date	05/31/2024 23:59:59
Day of Week	Tu,We,Th,Fr
Granularity	hour

PeMS Report Description

[ops&tab=det_timeseries&station_id=826272&s_time_id=1714521600&s_time_id_f=05%2F01%2F20](#)

PeMS Report Description

[124+00%3A00&e_time_id=1717199940&e_time_id_f=05%2F31%2F2024+23%3A59&tod=all&tod_fror](#)

PeMS Report Description

n=0&tod_to=0&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&q2=truck_prop&gn=hour&i

PeMS Report Description

[agg=on&lane1=on&lane2=on&lane3=on](#)

ATTACHMENT C – LEVEL OF SERVICE CALCULATIONS

**ATTACHMENT A -
HCS WORKSHEETS
Opening Year I (2026) Without
Project Conditions (AM Peak)**

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 AM Peak (N1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4660	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1815
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N2 - 2026 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 AM
Project Description:	Harvest Landing - 2026 AM (N2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	23.8	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2333	pc/mi/ln
Average Speed in Ramp Influence Area, SR	55.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.6	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.7	mi/h
Density Across All Lanes, D	29.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4660		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	400		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4660	672	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	7.80	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0780	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.865	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5444	818	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	1095	2725	ft
Demand Volume, V	704	481	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.00	4.70	
Heavy Vehicle Adj., fHV	0.962	0.914	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	771	554	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	5749.6		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3111		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	5444	7200	No
vR	818	4000	No
v12	3111	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3111		pc/h
Length of Deceleration Lane, LA	800		ft
Density in Off-Ramp Influence Area, DR	23.8		pc/mi/ln
Density in Off-Ramp Influence Area, DR	20.6		veh/mi/ln
Level of Service, LOS	C		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	5444		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3111		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.502		
Average Speed in Ramp Influence Area, SR	55.9		mi/h
Average Flow in Outer Lanes, vOA	2333		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.6		mi/h
Average Speed for Off-Ramp Junction, S	61.7		mi/h
Density Across All Lanes, D	29.4		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 AM Peak (N3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3988	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1553
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N4 - 2026 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 AM
Project Description:	Harvest Landing - 2026 AM (N4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	27.6	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1997	pc/mi/ln
Average Speed in Ramp Influence Area, SR	62.2	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.6	mi/h
Average Speed for On-Ramp (Merge) Junction, S	64.8	mi/h
Density Across All Lanes, D	26.8	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3988		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	225		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3988	481	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	4.70	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0470	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.914	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4659	554	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2725	4650	ft
Demand Volume, V	672	829	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	7.80	6.70	
Heavy Vehicle Adj., fHV	0.865	0.937	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	818	931	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	743.6	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	5902.4	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2662	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5213	7200	No
vR	554	4000	No
vR12	3216	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	554	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2662	pc/h
Length of Acceleration Lane, LA	450	ft
Density in On-Ramp Influence Area, DR	27.6	pc/mi/ln
Density in On-Ramp Influence Area, DR	25.2	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	450	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4659	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2662	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3216	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.387	
Average Speed in Ramp Influence Area, SR	62.2	mi/h
Average Flow in Outer Lanes, vOA	1997	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.6	mi/h
Average Speed for On-Ramp Junction, S	64.8	mi/h
Density Across All Lanes, D	26.8	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 AM Peak (N5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4469	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1740
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.73
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N6 - 2026 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 AM
Project Description:	Harvest Landing - 2026 AM (N6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	27.2	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2238	pc/mi/ln
Average Speed in Ramp Influence Area, SR	55.7	mi/h
Average Speed in Outer Lanes of Freeway, SO	72.0	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.7	mi/h
Density Across All Lanes, D	28.2	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4469		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	150		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4469	829	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.70	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0670	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.901	0.937	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5221	931	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4650	3450	ft
Demand Volume, V	481	322	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	4.70	9.50	
Heavy Vehicle Adj., fHV	0.914	0.840	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	554	403	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	4603.4		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	2983		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	5221	7200	No
vR	931	4000	No
v12	2983	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2983		pc/h
Length of Deceleration Lane, LA	300		ft
Density in Off-Ramp Influence Area, DR	27.2		pc/mi/ln
Density in Off-Ramp Influence Area, DR	25.5		veh/mi/ln
Level of Service, LOS	C		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	5221		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2983		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.512		
Average Speed in Ramp Influence Area, SR	55.7		mi/h
Average Flow in Outer Lanes, vOA	2238		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	72.0		mi/h
Average Speed for Off-Ramp Junction, S	61.7		mi/h
Density Across All Lanes, D	28.2		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 AM Peak (N7)		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3640	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1418
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N8 - 2026 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 AM
Project Description:	Harvest Landing - 2026 AM (N8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	23.9	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1823	pc/mi/ln
Average Speed in Ramp Influence Area, SR	63.5	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.2	mi/h
Average Speed for On-Ramp (Merge) Junction, S	66.0	mi/h
Density Across All Lanes, D	23.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3640		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	285		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3640	322	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	9.50	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0950	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.840	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4253	404	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3450	4975	ft
Demand Volume, V	829	394	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.70	11.00	
Heavy Vehicle Adj., fHV	0.937	0.820	
Terrain Type	Level	Rolling	
Demand Flow Rate, v	931	506	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	677.9	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	2966.1	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2430	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4657	7200	No
vR	404	4000	No
vR12	2834	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	404	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2430	pc/h
Length of Acceleration Lane, LA	570	ft
Density in On-Ramp Influence Area, DR	23.9	pc/mi/ln
Density in On-Ramp Influence Area, DR	20.1	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	570	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4253	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2430	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	2834	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.347	
Average Speed in Ramp Influence Area, SR	63.5	mi/h
Average Flow in Outer Lanes, vOA	1823	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.2	mi/h
Average Speed for On-Ramp Junction, S	66.0	mi/h
Density Across All Lanes, D	23.5	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 AM Peak (N9)		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3962	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1543
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 AM Peak (S1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3413	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1329
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.56
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S2 - 2026 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 AM
Project Description:	Harvest Landing - 2026 AM (S2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	21.0	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1709	pc/mi/ln
Average Speed in Ramp Influence Area, SR	57.2	mi/h
Average Speed in Outer Lanes of Freeway, SO	74.0	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	63.4	mi/h
Density Across All Lanes, D	21.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3413		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	160		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3413	249	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	10.60	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1060	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.825	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	3987	318	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	5245	3365	ft
Demand Volume, V	831	174	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	14.20	
Heavy Vehicle Adj., fHV	0.820	0.779	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1067	235	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	7703.4		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	2278		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	3987	7200	No
vR	318	4000	No
v12	2278	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2278	pc/h
Length of Deceleration Lane, LA	320	ft
Density in Off-Ramp Influence Area, DR	21.0	pc/mi/ln
Density in Off-Ramp Influence Area, DR	17.3	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	3987	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2278	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.457	
Average Speed in Ramp Influence Area, SR	57.2	mi/h
Average Flow in Outer Lanes, vOA	1709	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	74.0	mi/h
Average Speed for Off-Ramp Junction, S	63.4	mi/h
Density Across All Lanes, D	21.0	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 AM Peak (S3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3164	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1232
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S4 - 2026 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 AM
Project Description:	Harvest Landing - 2026 AM (S4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	20.0	pc/mi/ln
Level of Service, LOS	B	
Average Flow in Outer Lanes, vOA	1584	pc/mi/ln
Average Speed in Ramp Influence Area, SR	64.4	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.1	mi/h
Average Speed for On-Ramp (Merge) Junction, S	66.9	mi/h
Density Across All Lanes, D	19.6	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3164		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	300		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3164	174	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	14.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1420	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.779	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	3696	235	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3365	4745	ft
Demand Volume, V	249	386	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	10.60	9.00	
Heavy Vehicle Adj., fHV	0.825	0.847	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	318	479	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	535.8	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	2758.7	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2112	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	3931	7200	No
vR	235	4000	No
vR12	2347	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	235	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2112	pc/h
Length of Acceleration Lane, LA	600	ft
Density in On-Ramp Influence Area, DR	20.0	pc/mi/ln
Density in On-Ramp Influence Area, DR	15.6	veh/mi/ln
Level of Service, LOS	B	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	600	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	3696	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2112	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	2347	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.320	
Average Speed in Ramp Influence Area, SR	64.4	mi/h
Average Flow in Outer Lanes, vOA	1584	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.1	mi/h
Average Speed for On-Ramp Junction, S	66.9	mi/h
Density Across All Lanes, D	19.6	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 AM Peak (S5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3338	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1300
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S6 - 2026 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 AM
Project Description:	Harvest Landing - 2026 AM (S6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	21.2	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1671	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.8	mi/h
Average Speed in Outer Lanes of Freeway, SO	74.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	63.1	mi/h
Density Across All Lanes, D	20.6	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3338		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	125		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3338	386	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	9.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0900	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.847	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	3900	480	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4745	2515	ft
Demand Volume, V	174	497	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	14.20	8.00	
Heavy Vehicle Adj., fHV	0.779	0.862	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	235	607	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	1893.2	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	2229	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	3900	7200	No
vR	480	4000	No
v12	2229	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2229	pc/h
Length of Deceleration Lane, LA	250	ft
Density in Off-Ramp Influence Area, DR	21.2	pc/mi/ln
Density in Off-Ramp Influence Area, DR	18.0	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	3900	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2229	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.471	
Average Speed in Ramp Influence Area, SR	56.8	mi/h
Average Flow in Outer Lanes, v0A	1671	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	74.2	mi/h
Average Speed for Off-Ramp Junction, S	63.1	mi/h
Density Across All Lanes, D	20.6	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 AM Peak (S7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2952	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1150
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S8 - 2026 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 AM
Project Description:	Harvest Landing - 2026 AM (S8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	19.1	pc/mi/ln
Level of Service, LOS	B	
Average Flow in Outer Lanes, vOA	1478	pc/mi/ln
Average Speed in Ramp Influence Area, SR	65.0	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.5	mi/h
Average Speed for On-Ramp (Merge) Junction, S	67.2	mi/h
Density Across All Lanes, D	20.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	2952		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	500		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	2952	497	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	8.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0800	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.862	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	3449	607	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2515	1600	ft
Demand Volume, V	386	788	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	9.00	2.00	
Heavy Vehicle Adj., fHV	0.847	0.980	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	479	846	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	740.2	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	3906.1	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	1971	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4056	7200	No
vR	607	4000	No
vR12	2578	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	607	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1971	pc/h
Length of Acceleration Lane, LA	1000	ft
Density in On-Ramp Influence Area, DR	19.1	pc/mi/ln
Density in On-Ramp Influence Area, DR	16.5	veh/mi/ln
Level of Service, LOS	B	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	1000	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	3449	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1971	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	2578	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.302	
Average Speed in Ramp Influence Area, SR	65.0	mi/h
Average Flow in Outer Lanes, vOA	1478	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.5	mi/h
Average Speed for On-Ramp Junction, S	67.2	mi/h
Density Across All Lanes, D	20.1	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 AM Peak (S9)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3449	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1343
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.56
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

**ATTACHMENT A -
HCS WORKSHEETS
Opening Year I (2026) Without
Project Conditions (PM Peak)**

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PM Peak (N1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4370	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1702
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N2 - 2026 PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PM
Project Description:	Harvest Landing - 2026 PM (N2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	22.1	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2188	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.5	mi/h
Average Speed in Outer Lanes of Freeway, SO	72.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.3	mi/h
Density Across All Lanes, D	27.3	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4370		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	400		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4370	519	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0620	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.890	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5105	614	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	1095	2725	ft
Demand Volume, V	822	477	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.00	6.40	
Heavy Vehicle Adj., fHV	0.962	0.887	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	900	566	pc/h

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N6 - 2026 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PM
Project Description:	Harvest Landing - 2026 PM (N6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	26.4	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2167	pc/mi/ln
Average Speed in Ramp Influence Area, SR	57.3	mi/h
Average Speed in Outer Lanes of Freeway, SO	72.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.9	mi/h
Density Across All Lanes, D	26.8	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4328		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	150		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4328	226	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	18.30	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1830	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.901	0.845	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5056	282	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4650	3450	ft
Demand Volume, V	477	334	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.40	8.50	
Heavy Vehicle Adj., fHV	0.887	0.855	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	566	411	pc/h

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PM Peak (N3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3851	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1500
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N4 - 2026 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PM
Project Description:	Harvest Landing - 2026 PM (N4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	26.9	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1928	pc/mi/ln
Average Speed in Ramp Influence Area, SR	62.5	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.9	mi/h
Average Speed for On-Ramp (Merge) Junction, S	65.1	mi/h
Density Across All Lanes, D	25.9	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3851		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	225		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3851	477	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.40	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0640	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.887	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4499	566	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2725	4650	ft
Demand Volume, V	519	226	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.20	6.70	
Heavy Vehicle Adj., fHV	0.890	0.937	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	614	254	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	711.9	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	1609.1	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2571	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5065	7200	No
vR	566	4000	No
vR12	3137	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	566	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2571	pc/h
Length of Acceleration Lane, LA	450	ft
Density in On-Ramp Influence Area, DR	26.9	pc/mi/ln
Density in On-Ramp Influence Area, DR	23.9	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	450	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4499	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2571	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3137	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.379	
Average Speed in Ramp Influence Area, SR	62.5	mi/h
Average Flow in Outer Lanes, vOA	1928	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.9	mi/h
Average Speed for On-Ramp Junction, S	65.1	mi/h
Density Across All Lanes, D	25.9	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PM Peak (N5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4328	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1685
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N6 - 2026 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PM
Project Description:	Harvest Landing - 2026 PM (N6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	26.4	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2167	pc/mi/ln
Average Speed in Ramp Influence Area, SR	57.3	mi/h
Average Speed in Outer Lanes of Freeway, SO	72.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.9	mi/h
Density Across All Lanes, D	26.8	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4328		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	150		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4328	226	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	18.30	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1830	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.901	0.845	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5056	282	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4650	3450	ft
Demand Volume, V	477	334	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.40	8.50	
Heavy Vehicle Adj., fHV	0.887	0.855	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	566	411	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	3414.9	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	2889	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5056	7200	No
vR	282	4000	No
v12	2889	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2889	pc/h
Length of Deceleration Lane, LA	300	ft
Density in Off-Ramp Influence Area, DR	26.4	pc/mi/ln
Density in Off-Ramp Influence Area, DR	22.3	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5056	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2889	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.453	
Average Speed in Ramp Influence Area, SR	57.3	mi/h
Average Flow in Outer Lanes, v0A	2167	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	72.2	mi/h
Average Speed for Off-Ramp Junction, S	62.9	mi/h
Density Across All Lanes, D	26.8	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PM Peak (N7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4102	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1597
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	67.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N8 - 2026 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PM
Project Description:	Harvest Landing - 2026 PM (N8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	26.3	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2054	pc/mi/ln
Average Speed in Ramp Influence Area, SR	62.7	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.4	mi/h
Average Speed for On-Ramp (Merge) Junction, S	65.2	mi/h
Density Across All Lanes, D	26.6	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	3	ln
Freeway Free-Flow Speed, FFS	75.0	mi/h
Segment Length	1500	ft
Multilane Highway or C-D Roadway?	Freeway	
Demand Volume, V	4102	veh/h
Peak Hour Factor, PHF	0.95	

Ramp Data		
Number of Ramp Lanes	2	ln
Ramp Free-Flow Speed, SFR	35.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	285	ft
Length of Second Acceleration Lane, LA2	0	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4102	334	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	8.50	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0850	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.855	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4792	411	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3450	4975	ft
Demand Volume, V	226	765	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	18.30	11.00	
Heavy Vehicle Adj., fHV	0.845	0.820	
Terrain Type	Level	Rolling	
Demand Flow Rate, v	281	982	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	794.7	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	5759.0	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2738	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5203	7200	No
vR	411	4000	No
vR12	3149	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	411	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2738	pc/h
Length of Acceleration Lane, LA	570	ft
Density in On-Ramp Influence Area, DR	26.3	pc/mi/ln
Density in On-Ramp Influence Area, DR	22.5	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	570	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4792	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2738	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3149	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.372	
Average Speed in Ramp Influence Area, SR	62.7	mi/h
Average Flow in Outer Lanes, vOA	2054	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.4	mi/h
Average Speed for On-Ramp Junction, S	65.2	mi/h
Density Across All Lanes, D	26.6	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PM Peak (N9)		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4436	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1728
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PM Peak (S1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4357	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1697
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S2 - 2026 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PM
Project Description:	Harvest Landing - 2026 PM (S2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	26.4	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2181	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.8	mi/h
Average Speed in Outer Lanes of Freeway, SO	72.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.5	mi/h
Density Across All Lanes, D	27.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4357		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	160		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4357	412	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	3.80	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0380	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.929	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5090	467	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	5245	3365	ft
Demand Volume, V	515	416	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.30	
Heavy Vehicle Adj., fHV	0.820	0.888	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	661	493	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	4334.6	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	2909	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5090	7200	No
vR	467	4000	No
v12	2909	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2909	pc/h
Length of Deceleration Lane, LA	320	ft
Density in Off-Ramp Influence Area, DR	26.4	pc/mi/ln
Density in Off-Ramp Influence Area, DR	24.5	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5090	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2909	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.470	
Average Speed in Ramp Influence Area, SR	56.8	mi/h
Average Flow in Outer Lanes, vOA	2181	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	72.2	mi/h
Average Speed for Off-Ramp Junction, S	62.5	mi/h
Density Across All Lanes, D	27.1	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PM Peak (S3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3945	Heavy Vehicle Adjustment Factor (fhv)	1.000
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1384
Total Trucks, %	0.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S4 - 2026 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PM
Project Description:	Harvest Landing - 2026 PM (S4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	25.9	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1975	pc/mi/ln
Average Speed in Ramp Influence Area, SR	62.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.7	mi/h
Average Speed for On-Ramp (Merge) Junction, S	65.4	mi/h
Density Across All Lanes, D	26.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3945		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	300		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3945	416	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.30	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0630	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.888	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4609	493	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3365	4745	ft
Demand Volume, V	412	623	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	3.80	5.30	
Heavy Vehicle Adj., fHV	0.929	0.904	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	467	725	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	786.4	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	4173.2	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2634	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5102	7200	No
vR	493	4000	No
vR12	3127	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	493	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2634	pc/h
Length of Acceleration Lane, LA	600	ft
Density in On-Ramp Influence Area, DR	25.9	pc/mi/ln
Density in On-Ramp Influence Area, DR	23.0	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	600	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4609	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2634	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3127	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.368	
Average Speed in Ramp Influence Area, SR	62.9	mi/h
Average Flow in Outer Lanes, vOA	1975	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.7	mi/h
Average Speed for On-Ramp Junction, S	65.4	mi/h
Density Across All Lanes, D	26.0	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PM Peak (S5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4360	Heavy Vehicle Adjustment Factor (fhv)	1.000
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1530
Total Trucks, %	0.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S6 - 2026 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PM
Project Description:	Harvest Landing - 2026 PM (S6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	27.0	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2183	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.2	mi/h
Average Speed in Outer Lanes of Freeway, SO	72.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.1	mi/h
Density Across All Lanes, D	27.3	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4360		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	125		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4360	623	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	5.30	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0530	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.904	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5094	725	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4745	2515	ft
Demand Volume, V	416	616	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.30	3.00	
Heavy Vehicle Adj., fHV	0.888	0.943	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	493	687	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	3705.6	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	2911	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5094	7200	No
vR	725	4000	No
v12	2911	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2911	pc/h
Length of Deceleration Lane, LA	250	ft
Density in Off-Ramp Influence Area, DR	27.0	pc/mi/ln
Density in Off-Ramp Influence Area, DR	24.4	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5094	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2911	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.493	
Average Speed in Ramp Influence Area, SR	56.2	mi/h
Average Flow in Outer Lanes, vOA	2183	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	72.2	mi/h
Average Speed for Off-Ramp Junction, S	62.1	mi/h
Density Across All Lanes, D	27.3	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PM Peak (S7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3737	Heavy Vehicle Adjustment Factor (fhv)	1.000
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1311
Total Trucks, %	0.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S8 - 2026 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PM
Project Description:	Harvest Landing - 2026 PM (S8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	23.8	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1871	pc/mi/ln
Average Speed in Ramp Influence Area, SR	63.6	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.1	mi/h
Average Speed for On-Ramp (Merge) Junction, S	65.9	mi/h
Density Across All Lanes, D	25.6	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3737		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	500		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3737	616	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	3.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0300	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.943	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4366	688	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2515	1600	ft
Demand Volume, V	623	1144	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	5.30	2.00	
Heavy Vehicle Adj., fHV	0.904	0.980	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	725	1228	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	953.8	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	5670.8	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2495	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5054	7200	No
vR	688	4000	No
vR12	3183	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	688	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2495	pc/h
Length of Acceleration Lane, LA	1000	ft
Density in On-Ramp Influence Area, DR	23.8	pc/mi/ln
Density in On-Ramp Influence Area, DR	22.4	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	1000	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4366	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2495	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3183	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.345	
Average Speed in Ramp Influence Area, SR	63.6	mi/h
Average Flow in Outer Lanes, vOA	1871	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.1	mi/h
Average Speed for On-Ramp Junction, S	65.9	mi/h
Density Across All Lanes, D	25.6	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PM Peak (S9)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4352	Heavy Vehicle Adjustment Factor (fhv)	1.000
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1527
Total Trucks, %	0.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

**ATTACHMENT A -
HCS WORKSHEETS
Opening Year II (2030) Without
Project Conditions (AM Peak)**

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 AM Peak
Project Description	Harvest Landing - 2030 AM Peak (N1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5187	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2020
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N2 - 2030 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 AM
Project Description:	Harvest Landing - 2030 AM (N2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	26.8	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2597	pc/mi/ln
Average Speed in Ramp Influence Area, SR	55.7	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.6	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.2	mi/h
Density Across All Lanes, D	33.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	5187		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	400		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	5187	748	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	7.80	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0780	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.865	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	6060	910	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	1095	2725	ft
Demand Volume, V	784	536	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.00	4.70	
Heavy Vehicle Adj., fHV	0.962	0.914	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	858	617	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	6077.6	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	3463	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	6060	7200	No
vR	910	4000	No
v12	3463	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3463	pc/h
Length of Deceleration Lane, LA	800	ft
Density in Off-Ramp Influence Area, DR	26.8	pc/mi/ln
Density in Off-Ramp Influence Area, DR	23.2	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	6060	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3463	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.510	
Average Speed in Ramp Influence Area, SR	55.7	mi/h
Average Flow in Outer Lanes, vOA	2597	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.6	mi/h
Average Speed for Off-Ramp Junction, S	61.2	mi/h
Density Across All Lanes, D	33.0	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 AM Peak
Project Description	Harvest Landing - 2030 AM Peak (N3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4439	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1729
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N4 - 2030 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 AM
Project Description:	Harvest Landing - 2030 AM (N4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	30.4	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2223	pc/mi/ln
Average Speed in Ramp Influence Area, SR	60.8	mi/h
Average Speed in Outer Lanes of Freeway, SO	68.8	mi/h
Average Speed for On-Ramp (Merge) Junction, S	63.6	mi/h
Density Across All Lanes, D	30.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4439		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	225		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4439	536	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	4.70	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0470	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.914	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5186	617	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2725	4650	ft
Demand Volume, V	748	923	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	7.80	6.70	
Heavy Vehicle Adj., fHV	0.865	0.937	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	910	1037	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	869.8	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	6571.6	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2963	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5803	7200	No
vR	617	4000	No
vR12	3580	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	617	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2963	pc/h
Length of Acceleration Lane, LA	450	ft
Density in On-Ramp Influence Area, DR	30.4	pc/mi/ln
Density in On-Ramp Influence Area, DR	27.8	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	450	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5186	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2963	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3580	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.429	
Average Speed in Ramp Influence Area, SR	60.8	mi/h
Average Flow in Outer Lanes, vOA	2223	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	68.8	mi/h
Average Speed for On-Ramp Junction, S	63.6	mi/h
Density Across All Lanes, D	30.4	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 AM Peak
Project Description	Harvest Landing - 2030 AM Peak (N5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4975	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1937
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N6 - 2030 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 AM
Project Description:	Harvest Landing - 2030 AM (N6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	30.1	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2491	pc/mi/ln
Average Speed in Ramp Influence Area, SR	55.4	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.0	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.2	mi/h
Density Across All Lanes, D	31.7	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4975		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	150		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4975	923	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.70	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0670	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.901	0.937	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5812	1037	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4650	3450	ft
Demand Volume, V	536	359	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	4.70	9.50	
Heavy Vehicle Adj., fHV	0.914	0.840	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	617	450	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	4904.1		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3321		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	5812	7200	No
vR	1037	4000	No
v12	3321	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3321		pc/h
Length of Deceleration Lane, LA	300		ft
Density in Off-Ramp Influence Area, DR	30.1		pc/mi/ln
Density in Off-Ramp Influence Area, DR	28.2		veh/mi/ln
Level of Service, LOS	D		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	5812		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3321		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.521		
Average Speed in Ramp Influence Area, SR	55.4		mi/h
Average Flow in Outer Lanes, vOA	2491		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.0		mi/h
Average Speed for Off-Ramp Junction, S	61.2		mi/h
Density Across All Lanes, D	31.7		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 AM Peak
Project Description	Harvest Landing - 2030 AM Peak (N7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4052	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1578
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.66
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	67.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N8 - 2030 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 AM
Project Description:	Harvest Landing - 2030 AM (N8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	26.4	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2029	pc/mi/ln
Average Speed in Ramp Influence Area, SR	62.7	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.5	mi/h
Average Speed for On-Ramp (Merge) Junction, S	65.2	mi/h
Density Across All Lanes, D	26.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4052		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	285		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4052	359	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	9.50	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0950	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.840	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4734	450	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3450	4975	ft
Demand Volume, V	923	439	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.70	11.00	
Heavy Vehicle Adj., fHV	0.937	0.820	
Terrain Type	Level	Rolling	
Demand Flow Rate, v	1037	564	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	790.7	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	3304.8	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2705	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5184	7200	No
vR	450	4000	No
vR12	3155	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	450	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2705	pc/h
Length of Acceleration Lane, LA	570	ft
Density in On-Ramp Influence Area, DR	26.4	pc/mi/ln
Density in On-Ramp Influence Area, DR	22.2	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	570	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4734	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2705	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3155	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.373	
Average Speed in Ramp Influence Area, SR	62.7	mi/h
Average Flow in Outer Lanes, vOA	2029	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.5	mi/h
Average Speed for On-Ramp Junction, S	65.2	mi/h
Density Across All Lanes, D	26.5	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 AM Peak
Project Description	Harvest Landing - 2030 AM Peak (N9)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4411	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1718
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 AM Peak
Project Description	Harvest Landing - 2030 AM Peak (S1)		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3800	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1480
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.62
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S2 - 2030 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 AM
Project Description:	Harvest Landing - 2030 AM (S2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	23.2	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1903	pc/mi/ln
Average Speed in Ramp Influence Area, SR	57.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	73.3	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	63.1	mi/h
Density Across All Lanes, D	23.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3800		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	160		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3800	277	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	10.60	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1060	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.825	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4440	353	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	5245	3365	ft
Demand Volume, V	925	194	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	14.20	
Heavy Vehicle Adj., fHV	0.820	0.779	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1188	262	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	8120.0		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	2537		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	4440	7200	No
vR	353	4000	No
v12	2537	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2537		pc/h
Length of Deceleration Lane, LA	320		ft
Density in Off-Ramp Influence Area, DR	23.2		pc/mi/ln
Density in Off-Ramp Influence Area, DR	19.1		veh/mi/ln
Level of Service, LOS	C		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	4440		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2537		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.460		
Average Speed in Ramp Influence Area, SR	57.1		mi/h
Average Flow in Outer Lanes, vOA	1903		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	73.3		mi/h
Average Speed for Off-Ramp Junction, S	63.1		mi/h
Density Across All Lanes, D	23.5		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 AM Peak
Project Description	Harvest Landing - 2030 AM Peak (S3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3522	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1372
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S4 - 2030 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 AM
Project Description:	Harvest Landing - 2030 AM (S4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	22.0	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1764	pc/mi/ln
Average Speed in Ramp Influence Area, SR	64.0	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.4	mi/h
Average Speed for On-Ramp (Merge) Junction, S	66.4	mi/h
Density Across All Lanes, D	22.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3522		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	300		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3522	194	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	14.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1420	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.779	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4115	262	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3365	4745	ft
Demand Volume, V	277	430	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	10.60	9.00	
Heavy Vehicle Adj., fHV	0.825	0.847	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	353	534	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	631.3	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	3073.1	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2351	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4377	7200	No
vR	262	4000	No
vR12	2613	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	262	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2351	pc/h
Length of Acceleration Lane, LA	600	ft
Density in On-Ramp Influence Area, DR	22.0	pc/mi/ln
Density in On-Ramp Influence Area, DR	17.1	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	600	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4115	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2351	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	2613	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.332	
Average Speed in Ramp Influence Area, SR	64.0	mi/h
Average Flow in Outer Lanes, vOA	1764	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.4	mi/h
Average Speed for On-Ramp Junction, S	66.4	mi/h
Density Across All Lanes, D	22.0	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 AM Peak
Project Description	Harvest Landing - 2030 AM Peak (S5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3716	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1447
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S6 - 2030 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 AM
Project Description:	Harvest Landing - 2030 AM (S6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	23.3	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1860	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.7	mi/h
Average Speed in Outer Lanes of Freeway, SO	73.4	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.8	mi/h
Density Across All Lanes, D	23.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3716		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	125		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3716	430	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0600	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.893	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4341	507	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4745	2515	ft
Demand Volume, V	194	553	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	14.20	8.00	
Heavy Vehicle Adj., fHV	0.779	0.862	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	262	675	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	1981.7		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	2481		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	4341	7200	No
vR	507	4000	No
v12	2481	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2481		pc/h
Length of Deceleration Lane, LA	250		ft
Density in Off-Ramp Influence Area, DR	23.3		pc/mi/ln
Density in Off-Ramp Influence Area, DR	20.8		veh/mi/ln
Level of Service, LOS	C		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	4341		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2481		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.474		
Average Speed in Ramp Influence Area, SR	56.7		mi/h
Average Flow in Outer Lanes, v0A	1860		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	73.4		mi/h
Average Speed for Off-Ramp Junction, S	62.8		mi/h
Density Across All Lanes, D	23.0		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 AM Peak
Project Description	Harvest Landing - 2030 AM Peak (S7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3286	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1280
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S8 - 2030 AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 AM
Project Description:	Harvest Landing - 2030 AM (S8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	21.3	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1645	pc/mi/ln
Average Speed in Ramp Influence Area, SR	64.4	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.9	mi/h
Average Speed for On-Ramp (Merge) Junction, S	66.6	mi/h
Density Across All Lanes, D	22.6	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3286		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	500		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3286	553	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	8.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0800	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.862	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	3839	675	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2515	1600	ft
Demand Volume, V	430	878	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	9.00	2.00	
Heavy Vehicle Adj., fHV	0.847	0.980	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	534	943	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	838.2	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	4352.2	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2194	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4514	7200	No
vR	675	4000	No
vR12	2869	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	675	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2194	pc/h
Length of Acceleration Lane, LA	1000	ft
Density in On-Ramp Influence Area, DR	21.3	pc/mi/ln
Density in On-Ramp Influence Area, DR	18.4	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	1000	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	3839	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2194	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	2869	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.320	
Average Speed in Ramp Influence Area, SR	64.4	mi/h
Average Flow in Outer Lanes, vOA	1645	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.9	mi/h
Average Speed for On-Ramp Junction, S	66.6	mi/h
Density Across All Lanes, D	22.6	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 AM Peak
Project Description	Harvest Landing - 2030 AM Peak (S9)		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3840	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1495
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

**ATTACHMENT A -
HCS WORKSHEETS
Opening Year II (2030) Without
Project Conditions (PM Peak)**

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PM Peak
Project Description	Harvest Landing - 2030 PM Peak (N1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4865	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1895
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N2 - 2030 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PM
Project Description:	Harvest Landing - 2030 PM (N2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	25.0	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2436	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.3	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.8	mi/h
Density Across All Lanes, D	30.7	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4865		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	400		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4865	578	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0620	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.890	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5684	684	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	1095	2725	ft
Demand Volume, V	915	531	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.00	6.40	
Heavy Vehicle Adj., fHV	0.962	0.887	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1002	630	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	6689.1		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3248		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	5684	7200	No
vR	684	4000	No
v12	3248	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3248		pc/h
Length of Deceleration Lane, LA	800		ft
Density in Off-Ramp Influence Area, DR	25.0		pc/mi/ln
Density in Off-Ramp Influence Area, DR	22.2		veh/mi/ln
Level of Service, LOS	C		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	5684		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3248		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.490		
Average Speed in Ramp Influence Area, SR	56.3		mi/h
Average Flow in Outer Lanes, vOA	2436		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.2		mi/h
Average Speed for Off-Ramp Junction, S	61.8		mi/h
Density Across All Lanes, D	30.7		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PM Peak
Project Description	Harvest Landing - 2030 PM Peak (N3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4287	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1669
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N4 - 2030 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PM
Project Description:	Harvest Landing - 2030 PM (N4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	29.7	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2146	pc/mi/ln
Average Speed in Ramp Influence Area, SR	61.2	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.1	mi/h
Average Speed for On-Ramp (Merge) Junction, S	64.0	mi/h
Density Across All Lanes, D	29.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4287		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	225		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4287	531	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.40	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0640	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.887	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5008	630	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2725	4650	ft
Demand Volume, V	578	251	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.20	18.30	
Heavy Vehicle Adj., fHV	0.890	0.845	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	684	313	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	834.5	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	1981.4	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2862	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5638	7200	No
vR	630	4000	No
vR12	3492	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	630	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2862	pc/h
Length of Acceleration Lane, LA	450	ft
Density in On-Ramp Influence Area, DR	29.7	pc/mi/ln
Density in On-Ramp Influence Area, DR	26.3	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	450	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5008	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2862	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3492	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.418	
Average Speed in Ramp Influence Area, SR	61.2	mi/h
Average Flow in Outer Lanes, vOA	2146	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.1	mi/h
Average Speed for On-Ramp Junction, S	64.0	mi/h
Density Across All Lanes, D	29.4	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PM Peak
Project Description	Harvest Landing - 2030 PM Peak (N5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4818	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1876
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.78
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N6 - 2030 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PM
Project Description:	Harvest Landing - 2030 PM (N6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	29.2	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2412	pc/mi/ln
Average Speed in Ramp Influence Area, SR	57.2	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.3	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.5	mi/h
Density Across All Lanes, D	30.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4818		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	150		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4818	251	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	18.30	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1830	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.901	0.845	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5629	313	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4650	3450	ft
Demand Volume, V	531	372	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	0.40	8.50	
Heavy Vehicle Adj., fHV	0.992	0.855	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	563	458	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	3188.9		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3217		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	5629	7200	No
vR	313	4000	No
v12	3217	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3217		pc/h
Length of Deceleration Lane, LA	300		ft
Density in Off-Ramp Influence Area, DR	29.2		pc/mi/ln
Density in Off-Ramp Influence Area, DR	24.7		veh/mi/ln
Level of Service, LOS	D		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	5629		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3217		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.456		
Average Speed in Ramp Influence Area, SR	57.2		mi/h
Average Flow in Outer Lanes, vOA	2412		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.3		mi/h
Average Speed for Off-Ramp Junction, S	62.5		mi/h
Density Across All Lanes, D	30.0		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PM Peak
Project Description	Harvest Landing - 2030 PM Peak (N7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4567	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1779
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.74
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N8 - 2030 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PM
Project Description:	Harvest Landing - 2030 PM (N8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	29.1	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2287	pc/mi/ln
Average Speed in Ramp Influence Area, SR	61.4	mi/h
Average Speed in Outer Lanes of Freeway, SO	68.6	mi/h
Average Speed for On-Ramp (Merge) Junction, S	64.1	mi/h
Density Across All Lanes, D	30.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4567		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	285		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4567	372	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	8.50	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0850	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.855	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5336	458	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3450	4975	ft
Demand Volume, V	251	852	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	18.30	11.00	
Heavy Vehicle Adj., fHV	0.845	0.820	
Terrain Type	Level	Rolling	
Demand Flow Rate, v	313	1094	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	921.2	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	6413.9	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	3049	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5794	7200	No
vR	458	4000	No
vR12	3507	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	458	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3049	pc/h
Length of Acceleration Lane, LA	570	ft
Density in On-Ramp Influence Area, DR	29.1	pc/mi/ln
Density in On-Ramp Influence Area, DR	24.9	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	570	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5336	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3049	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3507	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.411	
Average Speed in Ramp Influence Area, SR	61.4	mi/h
Average Flow in Outer Lanes, vOA	2287	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	68.6	mi/h
Average Speed for On-Ramp Junction, S	64.1	mi/h
Density Across All Lanes, D	30.1	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PM Peak
Project Description	Harvest Landing - 2030 PM Peak (N9)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4938	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1923
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PM Peak
Project Description	Harvest Landing - 2030 PM Peak (S1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4850	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1889
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S2 - 2030 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PM
Project Description:	Harvest Landing - 2030 PM (S2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	29.2	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2428	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.7	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.1	mi/h
Density Across All Lanes, D	30.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4850		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	160		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4850	459	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	3.80	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0380	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.929	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5666	520	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	5245	3365	ft
Demand Volume, V	574	463	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.30	
Heavy Vehicle Adj., fHV	0.820	0.888	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	737	549	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	4555.9		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3238		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	5666	7200	No
vR	520	4000	No
v12	3238	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3238		pc/h
Length of Deceleration Lane, LA	320		ft
Density in Off-Ramp Influence Area, DR	29.2		pc/mi/ln
Density in Off-Ramp Influence Area, DR	27.1		veh/mi/ln
Level of Service, LOS	D		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	5666		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3238		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.475		
Average Speed in Ramp Influence Area, SR	56.7		mi/h
Average Flow in Outer Lanes, vOA	2428		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.2		mi/h
Average Speed for Off-Ramp Junction, S	62.1		mi/h
Density Across All Lanes, D	30.4		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PM Peak
Project Description	Harvest Landing - 2030 PM Peak (S3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4391	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1710
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S4 - 2030 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PM
Project Description:	Harvest Landing - 2030 PM (S4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	28.7	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2199	pc/mi/ln
Average Speed in Ramp Influence Area, SR	61.6	mi/h
Average Speed in Outer Lanes of Freeway, SO	68.9	mi/h
Average Speed for On-Ramp (Merge) Junction, S	64.2	mi/h
Density Across All Lanes, D	29.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4391		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	300		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4391	463	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.30	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0630	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.888	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5130	549	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3365	4745	ft
Demand Volume, V	459	694	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	3.80	5.30	
Heavy Vehicle Adj., fHV	0.929	0.904	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	520	808	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	909.9	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	4648.8	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2931	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5679	7200	No
vR	549	4000	No
vR12	3480	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	549	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2931	pc/h
Length of Acceleration Lane, LA	600	ft
Density in On-Ramp Influence Area, DR	28.7	pc/mi/ln
Density in On-Ramp Influence Area, DR	25.5	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	600	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5130	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2931	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3480	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.406	
Average Speed in Ramp Influence Area, SR	61.6	mi/h
Average Flow in Outer Lanes, vOA	2199	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	68.9	mi/h
Average Speed for On-Ramp Junction, S	64.2	mi/h
Density Across All Lanes, D	29.5	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PM Peak
Project Description	Harvest Landing - 2030 PM Peak (S5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4853	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1890
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S6 - 2030 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PM
Project Description:	Harvest Landing - 2030 PM (S6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	29.9	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2430	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.0	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.6	mi/h
Density Across All Lanes, D	30.7	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4853		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	125		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4853	694	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	5.30	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0530	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.904	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5670	808	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4745	2515	ft
Demand Volume, V	463	686	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.30	3.00	
Heavy Vehicle Adj., fHV	0.888	0.943	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	549	765	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	3919.8		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3240		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	5670	7200	No
vR	808	4000	No
v12	3240	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3240		pc/h
Length of Deceleration Lane, LA	250		ft
Density in Off-Ramp Influence Area, DR	29.9		pc/mi/ln
Density in Off-Ramp Influence Area, DR	27.0		veh/mi/ln
Level of Service, LOS	D		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	5670		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3240		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.501		
Average Speed in Ramp Influence Area, SR	56.0		mi/h
Average Flow in Outer Lanes, v0A	2430		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.2		mi/h
Average Speed for Off-Ramp Junction, S	61.6		mi/h
Density Across All Lanes, D	30.7		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PM Peak
Project Description	Harvest Landing - 2030 PM Peak (S7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4160	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1620
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	67.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S8 - 2030 PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PM
Project Description:	Harvest Landing - 2030 PM (S8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	26.6	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2083	pc/mi/ln
Average Speed in Ramp Influence Area, SR	62.3	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.3	mi/h
Average Speed for On-Ramp (Merge) Junction, S	64.7	mi/h
Density Across All Lanes, D	29.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4160		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	500		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4160	686	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	3.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0300	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.943	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4860	766	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2515	1600	ft
Demand Volume, V	694	1274	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	5.30	2.00	
Heavy Vehicle Adj., fHV	0.904	0.980	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	808	1368	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	1076.2	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	6315.2	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2777	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5626	7200	No
vR	766	4000	No
vR12	3543	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	766	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2777	pc/h
Length of Acceleration Lane, LA	1000	ft
Density in On-Ramp Influence Area, DR	26.6	pc/mi/ln
Density in On-Ramp Influence Area, DR	25.1	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	1000	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4860	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2777	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3543	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.386	
Average Speed in Ramp Influence Area, SR	62.3	mi/h
Average Flow in Outer Lanes, vOA	2083	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.3	mi/h
Average Speed for On-Ramp Junction, S	64.7	mi/h
Density Across All Lanes, D	29.0	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PM Peak
Project Description	Harvest Landing - 2030 PM Peak (S9)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4845	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1887
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

**ATTACHMENT A -
HCS WORKSHEETS
General Plan 2045 Without
Project Conditions (AM Peak)**

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 AM Peak
Project Description	Harvest Landing - 2045 AM Peak (N1)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	5002	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1948
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	30.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2144	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2257
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.25
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N2 - 2045 AM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 AM
Project Description:	Harvest Landing - 2045 AM (N2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	28.3	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2213	pc/mi/ln
Average Speed in Ramp Influence Area, SR	53.4	mi/h
Average Speed in Outer Lanes of Freeway, SO	72.1	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	59.2	mi/h
Density Across All Lanes, D	32.9	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	5003		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	400		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	5003	1496	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	7.80	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0780	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.865	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5845	1821	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	1095	2725	ft
Demand Volume, V	1485	1952	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.00	4.70	
Heavy Vehicle Adj., fHV	0.962	0.914	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1626	2248	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	24249.8	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	3632	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5845	7200	No
vR	1821	4000	No
v12	3632	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3632	pc/h
Length of Deceleration Lane, LA	800	ft
Density in Off-Ramp Influence Area, DR	28.3	pc/mi/ln
Density in Off-Ramp Influence Area, DR	24.5	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5845	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3632	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.592	
Average Speed in Ramp Influence Area, SR	53.4	mi/h
Average Flow in Outer Lanes, vOA	2213	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	72.1	mi/h
Average Speed for Off-Ramp Junction, S	59.2	mi/h
Density Across All Lanes, D	32.9	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Demand Volume, VML	2144	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2257	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/26/2025 11:46:26

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 AM Peak
Project Description	Harvest Landing - 2045 AM Peak (N3)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	3956	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1541
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	22.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1696	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1785
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.99
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	75.4	Average Speed (S _{ML}), mi/h	60.7
Speed 2 (S ₂), mi/h	14.7	Density (D _{ML}), pc/mi/ln	29.4
Speed 2 (S ₃), mi/h	19.5	Level of Service (LOS)	D

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N4 - 2045 AM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 AM
Project Description:	Harvest Landing - 2045 AM (N4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	39.8	pc/mi/ln
Level of Service, LOS	E	
Average Flow in Outer Lanes, vOA	1981	pc/mi/ln
Average Speed in Ramp Influence Area, SR	48.3	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.7	mi/h
Average Speed for On-Ramp (Merge) Junction, S	53.0	mi/h
Density Across All Lanes, D	43.2	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3956		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	225		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3956	1952	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	4.70	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0470	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.914	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4622	2248	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2725	4650	ft
Demand Volume, V	1496	692	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	7.80	6.70	
Heavy Vehicle Adj., fHV	0.865	0.937	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	1820	777	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	1098.2	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	4926.9	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2641	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	6870	7200	No
vR	2248	4000	No
vR12	4889	4600	Yes
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	2248	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2641	pc/h
Length of Acceleration Lane, LA	450	ft
Density in On-Ramp Influence Area, DR	39.8	pc/mi/ln
Density in On-Ramp Influence Area, DR	36.4	veh/mi/ln
Level of Service, LOS	E	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	450	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4622	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2641	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	4889	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.808	
Average Speed in Ramp Influence Area, SR	48.3	mi/h
Average Flow in Outer Lanes, vOA	1981	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.7	mi/h
Average Speed for On-Ramp Junction, S	53.0	mi/h
Density Across All Lanes, D	43.2	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1696	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1785	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	75.4	mi/h
Speed 2, S2	14.7	mi/h
Speed 3, S3	19.5	mi/h
Indicator Variable, Ic	1	
Space-Mean Speed, SML	41.2	mi/h
Density, DML	43.3	pc/mi/ln
Level of Service, LOSML	E	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/26/2025 11:51:07

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 AM Peak
Project Description	Harvest Landing - 2045 AM Peak (N5)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	5323	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	2073
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.87
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	34.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2281	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2401
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.33
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N6 - 2045 AM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 AM
Project Description:	Harvest Landing - 2045 AM (N6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	32.1	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2665	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.3	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.4	mi/h
Density Across All Lanes, D	33.8	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	5323		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	150		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	5323	692	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.70	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0670	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.901	0.937	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	6219	777	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4650	3450	ft
Demand Volume, V	1952	928	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	4.70	9.50	
Heavy Vehicle Adj., fHV	0.914	0.840	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	2248	1162	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	14503.9		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3554		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	6219	7200	No
vR	777	4000	No
v12	3554	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3554		pc/h
Length of Deceleration Lane, LA	300		ft
Density in Off-Ramp Influence Area, DR	32.1		pc/mi/ln
Density in Off-Ramp Influence Area, DR	30.1		veh/mi/ln
Level of Service, LOS	D		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	6219		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3554		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.498		
Average Speed in Ramp Influence Area, SR	56.1		mi/h
Average Flow in Outer Lanes, vOA	2665		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.3		mi/h
Average Speed for Off-Ramp Junction, S	61.4		mi/h
Density Across All Lanes, D	33.8		pc/mi/ln

Managed Lane Analysis

Managed Lane Type			
Number of Lanes	1		ln
Free-Flow Speed	75.4		mi/h
Terrain Type	Level		
Percent Grade	-		%
Grade Length	-		mi
Demand Volume, VML	2281		veh/h
Peak Hour Factor, PHF	0.95		
Percent Total Trucks	0.00		%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2401	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/26/2025 11:48:09

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 AM Peak
Project Description	Harvest Landing - 2045 AM Peak (N7)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4839	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1884
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	29.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2074	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2183
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.21
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N8 - 2045 AM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 AM
Project Description:	Harvest Landing - 2045 AM (N8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	35.7	pc/mi/ln
Level of Service, LOS	E	
Average Flow in Outer Lanes, vOA	2423	pc/mi/ln
Average Speed in Ramp Influence Area, SR	55.3	mi/h
Average Speed in Outer Lanes of Freeway, SO	67.7	mi/h
Average Speed for On-Ramp (Merge) Junction, S	59.2	mi/h
Density Across All Lanes, D	38.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4839		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	285		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4839	928	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	9.50	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0950	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.840	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5653	1163	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3450	4975	ft
Demand Volume, V	692	1033	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.70	11.00	
Heavy Vehicle Adj., fHV	0.937	0.820	
Terrain Type	Level	Rolling	
Demand Flow Rate, v	777	1327	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	1139.9	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	7776.5	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	3230	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	6816	7200	No
vR	1163	4000	No
vR12	4393	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1163	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3230	pc/h
Length of Acceleration Lane, LA	570	ft
Density in On-Ramp Influence Area, DR	35.7	pc/mi/ln
Density in On-Ramp Influence Area, DR	30.0	veh/mi/ln
Level of Service, LOS	E	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	570	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5653	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3230	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	4393	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.597	
Average Speed in Ramp Influence Area, SR	55.3	mi/h
Average Flow in Outer Lanes, vOA	2423	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	67.7	mi/h
Average Speed for On-Ramp Junction, S	59.2	mi/h
Density Across All Lanes, D	38.4	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	2074	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2183	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	1	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 13:56:59

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 AM Peak
Project Description	Harvest Landing - 2045 AM Peak (N9)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	5488	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	2137
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.89
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	36.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2352	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2476
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.37
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	1
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 AM Peak
Project Description	Harvest Landing - 2045 AM Peak (S1)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	3893	Heavy Vehicle Adjustment Factor (fHV)	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1366
Total Trucks, %	0.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	19.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1668	Heavy Vehicle Adjustment Factor (f _{HV})	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1949
Total Trucks, %	11.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.08
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S2 - 2045 AM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 AM
Project Description:	Harvest Landing - 2045 AM (S2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	23.7	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1949	pc/mi/ln
Average Speed in Ramp Influence Area, SR	57.0	mi/h
Average Speed in Outer Lanes of Freeway, SO	73.1	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.9	mi/h
Density Across All Lanes, D	24.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3893		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	160		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3893	314	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	10.60	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1060	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.825	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4548	401	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	5245	3365	ft
Demand Volume, V	1489	441	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	14.20	
Heavy Vehicle Adj., fHV	0.820	0.779	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1912	596	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	13175.9		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	2599		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	4548	7200	No
vR	401	4000	No
v12	2599	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2599		pc/h
Length of Deceleration Lane, LA	320		ft
Density in Off-Ramp Influence Area, DR	23.7		pc/mi/ln
Density in Off-Ramp Influence Area, DR	19.6		veh/mi/ln
Level of Service, LOS	C		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	4548		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2599		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.464		
Average Speed in Ramp Influence Area, SR	57.0		mi/h
Average Flow in Outer Lanes, vOA	1949		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	73.1		mi/h
Average Speed for Off-Ramp Junction, S	62.9		mi/h
Density Across All Lanes, D	24.1		pc/mi/ln

Managed Lane Analysis

Managed Lane Type			
Number of Lanes	1		ln
Free-Flow Speed	75.4		mi/h
Terrain Type	Level		
Percent Grade	-		%
Grade Length	-		mi
Demand Volume, VML	1668		veh/h
Peak Hour Factor, PHF	0.95		
Percent Total Trucks	0.00		%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1756	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	75.4	mi/h
Speed 2, S2	13.9	mi/h
Speed 3, S3	18.6	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	61.5	mi/h
Density, DML	28.6	pc/mi/ln
Level of Service, LOSML	D	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 13:23:53

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 AM Peak
Project Description	Harvest Landing - 2045 AM Peak (S3)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	3673	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1430
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	20.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1574	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1657
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.92
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	75.4	Average Speed (S _{ML}), mi/h	64.1
Speed 2 (S ₂), mi/h	11.3	Density (D _{ML}), pc/mi/ln	25.9
Speed 2 (S ₃), mi/h	15.8	Level of Service (LOS)	C

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S4 - 2045 AM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 AM
Project Description:	Harvest Landing - 2045 AM (S4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	25.3	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1839	pc/mi/ln
Average Speed in Ramp Influence Area, SR	63.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.2	mi/h
Average Speed for On-Ramp (Merge) Junction, S	65.6	mi/h
Density Across All Lanes, D	24.8	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3673		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	300		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3673	441	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	14.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1420	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.779	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4291	596	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3365	4745	ft
Demand Volume, V	314	583	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	10.60	9.00	
Heavy Vehicle Adj., fHV	0.825	0.847	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	401	724	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	740.4	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	4166.6	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2452	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4887	7200	No
vR	596	4000	No
vR12	3048	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	596	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2452	pc/h
Length of Acceleration Lane, LA	600	ft
Density in On-Ramp Influence Area, DR	25.3	pc/mi/ln
Density in On-Ramp Influence Area, DR	19.7	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	600	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4291	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2452	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3048	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.361	
Average Speed in Ramp Influence Area, SR	63.1	mi/h
Average Flow in Outer Lanes, vOA	1839	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.2	mi/h
Average Speed for On-Ramp Junction, S	65.6	mi/h
Density Across All Lanes, D	24.8	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1574	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1657	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	75.4	mi/h
Speed 2, S2	11.3	mi/h
Speed 3, S3	15.8	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	64.1	mi/h
Density, DML	25.9	pc/mi/ln
Level of Service, LOSML	C	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 13:58:17

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 AM Peak
Project Description	Harvest Landing - 2045 AM Peak (S5)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	3981	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1550
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	22.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1706	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1796
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.00
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	75.4	Average Speed (S _{ML}), mi/h	60.4
Speed 2 (S ₂), mi/h	15.0	Density (D _{ML}), pc/mi/ln	29.7
Speed 2 (S ₃), mi/h	19.8	Level of Service (LOS)	D

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S6 - 2045 AM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 AM
Project Description:	Harvest Landing - 2045 AM (S6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	24.9	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1993	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.2	mi/h
Average Speed in Outer Lanes of Freeway, SO	72.9	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.3	mi/h
Density Across All Lanes, D	24.9	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3981		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	125		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3981	583	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	9.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0900	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.847	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4651	725	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4745	2515	ft
Demand Volume, V	441	228	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	14.20	8.00	
Heavy Vehicle Adj., fHV	0.779	0.862	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	596	278	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	4850.9	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	2658	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	4651	7200	No
vR	725	4000	No
v12	2658	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2658	pc/h
Length of Deceleration Lane, LA	250	ft
Density in Off-Ramp Influence Area, DR	24.9	pc/mi/ln
Density in Off-Ramp Influence Area, DR	21.1	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4651	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2658	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.493	
Average Speed in Ramp Influence Area, SR	56.2	mi/h
Average Flow in Outer Lanes, vOA	1993	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	72.9	mi/h
Average Speed for Off-Ramp Junction, S	62.3	mi/h
Density Across All Lanes, D	24.9	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Demand Volume, VML	1706	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1796	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	75.4	mi/h
Speed 2, S2	15.0	mi/h
Speed 3, S3	19.8	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	60.4	mi/h
Density, DML	29.7	pc/mi/ln
Level of Service, LOSML	D	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 13:24:41

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 AM Peak
Project Description	Harvest Landing - 2045 AM Peak (S7)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	3573	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1391
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	20.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1531	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1612
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.89
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	75.4	Average Speed (S _{ML}), mi/h	65.2
Speed 2 (S ₂), mi/h	10.2	Density (D _{ML}), pc/mi/ln	24.7
Speed 2 (S ₃), mi/h	14.6	Level of Service (LOS)	C

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S8 - 2045 AM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 AM
Project Description:	Harvest Landing - 2045 AM (S8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	19.9	pc/mi/ln
Level of Service, LOS	B	
Average Flow in Outer Lanes, vOA	1789	pc/mi/ln
Average Speed in Ramp Influence Area, SR	64.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.4	mi/h
Average Speed for On-Ramp (Merge) Junction, S	67.0	mi/h
Density Across All Lanes, D	22.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3573		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	500		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3573	228	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	8.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0800	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.862	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4174	278	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2515	1600	ft
Demand Volume, V	583	1170	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	9.00	2.00	
Heavy Vehicle Adj., fHV	0.847	0.980	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	724	1256	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	824.9	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	5799.7	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2385	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4452	7200	No
vR	278	4000	No
vR12	2663	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	278	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2385	pc/h
Length of Acceleration Lane, LA	1000	ft
Density in On-Ramp Influence Area, DR	19.9	pc/mi/ln
Density in On-Ramp Influence Area, DR	17.2	veh/mi/ln
Level of Service, LOS	B	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	1000	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4174	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2385	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	2663	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.307	
Average Speed in Ramp Influence Area, SR	64.9	mi/h
Average Flow in Outer Lanes, vOA	1789	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.4	mi/h
Average Speed for On-Ramp Junction, S	67.0	mi/h
Density Across All Lanes, D	22.1	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1531	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1612	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	75.4	mi/h
Speed 2, S2	10.2	mi/h
Speed 3, S3	14.6	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	65.2	mi/h
Density, DML	24.7	pc/mi/ln
Level of Service, LOSML	C	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 13:59:46

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 AM Peak
Project Description	Harvest Landing - 2045 AM Peak (S9)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	3733	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp,GP), pc/h/ln	1454
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	21.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1600	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1684
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	75.4	Average Speed (S _{ML}), mi/h	63.4
Speed 2 (S ₂), mi/h	12.0	Density (D _{ML}), pc/mi/ln	26.6
Speed 2 (S ₃), mi/h	16.5	Level of Service (LOS)	D

**ATTACHMENT A -
HCS WORKSHEETS
General Plan 2045 Without
Project Conditions (PM Peak)**

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PM Peak
Project Description	Harvest Landing - 2045 PM Peak (N1)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4511	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp,GP), pc/h/ln	1757
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.73
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	26.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1933	Heavy Vehicle Adjustment Factor (f _{HV})	0.909
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2238
Total Trucks, %	10.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.24
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N2 - 2045 PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PM
Project Description:	Harvest Landing - 2045 PM (N2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	22.9	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2259	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.6	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.9	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.3	mi/h
Density Across All Lanes, D	28.2	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4511		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	400		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4511	471	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0620	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.890	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5270	557	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	1095	2725	ft
Demand Volume, V	1160	719	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.00	6.40	
Heavy Vehicle Adj., fHV	0.962	0.887	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1270	854	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	8472.9	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	3011	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5270	7200	No
vR	557	4000	No
v12	3011	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3011	pc/h
Length of Deceleration Lane, LA	800	ft
Density in Off-Ramp Influence Area, DR	22.9	pc/mi/ln
Density in Off-Ramp Influence Area, DR	20.4	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5270	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3011	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.478	
Average Speed in Ramp Influence Area, SR	56.6	mi/h
Average Flow in Outer Lanes, vOA	2259	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.9	mi/h
Average Speed for Off-Ramp Junction, S	62.3	mi/h
Density Across All Lanes, D	28.2	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Demand Volume, VML	1933	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2035	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/26/2025 12:05:20

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PM Peak
Project Description	Harvest Landing - 2045 PM Peak (N3)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4181	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1628
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	67.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	24.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1792	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1886
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.05
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N4 - 2045 PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PM
Project Description:	Harvest Landing - 2045 PM (N4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	30.8	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2094	pc/mi/ln
Average Speed in Ramp Influence Area, SR	60.5	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.3	mi/h
Average Speed for On-Ramp (Merge) Junction, S	63.4	mi/h
Density Across All Lanes, D	30.2	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4181		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	225		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4181	719	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.40	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0640	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.887	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4885	853	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2725	4650	ft
Demand Volume, V	471	467	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.20	18.30	
Heavy Vehicle Adj., fHV	0.890	0.845	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	557	582	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	855.9	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	3686.5	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2791	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5738	7200	No
vR	853	4000	No
vR12	3644	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	853	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2791	pc/h
Length of Acceleration Lane, LA	450	ft
Density in On-Ramp Influence Area, DR	30.8	pc/mi/ln
Density in On-Ramp Influence Area, DR	27.3	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	450	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4885	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2791	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3644	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.439	
Average Speed in Ramp Influence Area, SR	60.5	mi/h
Average Flow in Outer Lanes, vOA	2094	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.3	mi/h
Average Speed for On-Ramp Junction, S	63.4	mi/h
Density Across All Lanes, D	30.2	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1792	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1886	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/26/2025 12:08:43

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PM Peak
Project Description	Harvest Landing - 2045 PM Peak (N5)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4684	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1824
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	28.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2008	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2114
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.17
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N6 - 2045 PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PM
Project Description:	Harvest Landing - 2045 PM (N6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	28.4	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2345	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.6	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.5	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.2	mi/h
Density Across All Lanes, D	29.3	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4684		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	150		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4684	467	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	18.30	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1830	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.901	0.845	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5472	582	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4650	3450	ft
Demand Volume, V	719	405	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.40	8.50	
Heavy Vehicle Adj., fHV	0.887	0.855	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	854	499	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	5593.6		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3127		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	5472	7200	No
vR	582	4000	No
v12	3127	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3127		pc/h
Length of Deceleration Lane, LA	300		ft
Density in Off-Ramp Influence Area, DR	28.4		pc/mi/ln
Density in Off-Ramp Influence Area, DR	24.0		veh/mi/ln
Level of Service, LOS	D		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	5472		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3127		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.480		
Average Speed in Ramp Influence Area, SR	56.6		mi/h
Average Flow in Outer Lanes, vOA	2345		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.5		mi/h
Average Speed for Off-Ramp Junction, S	62.2		mi/h
Density Across All Lanes, D	29.3		pc/mi/ln

Managed Lane Analysis

Managed Lane Type			
Number of Lanes	1		ln
Free-Flow Speed	75.4		mi/h
Terrain Type	Level		
Percent Grade	-		%
Grade Length	-		mi
Demand Volume, VML	2008		veh/h
Peak Hour Factor, PHF	0.95		
Percent Total Trucks	0.00		%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2114	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/26/2025 12:06:12

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PM Peak
Project Description	Harvest Landing - 2045 PM Peak (N7)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4357	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1697
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	25.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1867	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1965
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.09
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N8 - 2045 PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PM
Project Description:	Harvest Landing - 2045 PM (N8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	28.3	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2181	pc/mi/ln
Average Speed in Ramp Influence Area, SR	61.8	mi/h
Average Speed in Outer Lanes of Freeway, SO	68.9	mi/h
Average Speed for On-Ramp (Merge) Junction, S	64.4	mi/h
Density Across All Lanes, D	28.9	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4357		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	285		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4357	405	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	8.50	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0850	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.855	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5090	499	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3450	4975	ft
Demand Volume, V	467	986	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	18.30	11.00	
Heavy Vehicle Adj., fHV	0.845	0.820	
Terrain Type	Level	Rolling	
Demand Flow Rate, v	582	1266	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	877.3	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	7422.7	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2909	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5589	7200	No
vR	499	4000	No
vR12	3408	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	499	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2909	pc/h
Length of Acceleration Lane, LA	570	ft
Density in On-Ramp Influence Area, DR	28.3	pc/mi/ln
Density in On-Ramp Influence Area, DR	24.2	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	570	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5090	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2909	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3408	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.399	
Average Speed in Ramp Influence Area, SR	61.8	mi/h
Average Flow in Outer Lanes, vOA	2181	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	68.9	mi/h
Average Speed for On-Ramp Junction, S	64.4	mi/h
Density Across All Lanes, D	28.9	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1867	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1965	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 14:07:43

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PM Peak
Project Description	Harvest Landing - 2045 PM Peak (N9)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4641	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1807
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	27.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1989	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2094
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.16
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PM Peak
Project Description	Harvest Landing - 2045 PM Peak (S1)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4997	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp,GP), pc/h/ln	1946
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	30.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2142	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2255
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.25
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S2 - 2045 PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PM
Project Description:	Harvest Landing - 2045 PM (S2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	30.1	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2502	pc/mi/ln
Average Speed in Ramp Influence Area, SR	55.3	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.9	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.1	mi/h
Density Across All Lanes, D	31.8	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4997		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	160		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4997	953	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	3.80	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0380	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.929	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5838	1080	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	5245	3365	ft
Demand Volume, V	1124	566	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.30	
Heavy Vehicle Adj., fHV	0.820	0.888	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1443	671	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	11716.9	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	3336	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5838	7200	No
vR	1080	4000	No
v12	3336	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3336	pc/h
Length of Deceleration Lane, LA	320	ft
Density in Off-Ramp Influence Area, DR	30.1	pc/mi/ln
Density in Off-Ramp Influence Area, DR	28.0	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5838	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3336	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.525	
Average Speed in Ramp Influence Area, SR	55.3	mi/h
Average Flow in Outer Lanes, vOA	2502	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.9	mi/h
Average Speed for Off-Ramp Junction, S	61.1	mi/h
Density Across All Lanes, D	31.8	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Demand Volume, VML	2142	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2255	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 13:25:49

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PM Peak
Project Description	Harvest Landing - 2045 PM Peak (S3)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4331	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1687
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	25.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1856	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1954
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.08
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S4 - 2045 PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PM
Project Description:	Harvest Landing - 2045 AM (S4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	29.3	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2169	pc/mi/ln
Average Speed in Ramp Influence Area, SR	61.3	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.0	mi/h
Average Speed for On-Ramp (Merge) Junction, S	64.0	mi/h
Density Across All Lanes, D	29.8	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4331		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	300		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4331	566	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.30	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0630	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.888	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5060	671	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3365	4745	ft
Demand Volume, V	953	1159	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	3.80	5.30	
Heavy Vehicle Adj., fHV	0.929	0.904	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1079	1349	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	921.0	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	7763.6	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2891	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5731	7200	No
vR	671	4000	No
vR12	3562	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	671	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2891	pc/h
Length of Acceleration Lane, LA	600	ft
Density in On-Ramp Influence Area, DR	29.3	pc/mi/ln
Density in On-Ramp Influence Area, DR	26.0	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	600	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5060	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2891	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3562	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.416	
Average Speed in Ramp Influence Area, SR	61.3	mi/h
Average Flow in Outer Lanes, vOA	2169	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.0	mi/h
Average Speed for On-Ramp Junction, S	64.0	mi/h
Density Across All Lanes, D	29.8	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1856	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1954	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 14:08:24

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PM Peak
Project Description	Harvest Landing - 2045 PM Peak (S5)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4727	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1841
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.77
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	28.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2026	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2133
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.18
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S6 - 2045 PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PM
Project Description:	Harvest Landing - 2045 PM (S6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	29.8	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2295	pc/mi/ln
Average Speed in Ramp Influence Area, SR	54.6	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.7	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	60.6	mi/h
Density Across All Lanes, D	30.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4727		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	125		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4727	1159	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	5.30	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0530	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.904	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5523	1350	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4745	2515	ft
Demand Volume, V	566	1072	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.30	3.00	
Heavy Vehicle Adj., fHV	0.888	0.943	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	671	1196	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	7029.9		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3228		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	5523	7200	No
vR	1350	4000	No
v12	3228	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3228		pc/h
Length of Deceleration Lane, LA	250		ft
Density in Off-Ramp Influence Area, DR	29.8		pc/mi/ln
Density in Off-Ramp Influence Area, DR	26.9		veh/mi/ln
Level of Service, LOS	D		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	5523		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3228		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.550		
Average Speed in Ramp Influence Area, SR	54.6		mi/h
Average Flow in Outer Lanes, vOA	2295		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.7		mi/h
Average Speed for Off-Ramp Junction, S	60.6		mi/h
Density Across All Lanes, D	30.4		pc/mi/ln

Managed Lane Analysis

Managed Lane Type			
Continuous Access			
Number of Lanes	1	ln	
Free-Flow Speed	75.4	mi/h	
Terrain Type	Level		
Percent Grade	-	%	
Grade Length	-	mi	
Demand Volume, VML	2026	veh/h	
Peak Hour Factor, PHF	0.95		
Percent Total Trucks	0.00	%	

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2133	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 13:26:25

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PM Peak
Project Description	Harvest Landing - 2045 PM Peak (S7)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	3915	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1525
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	22.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1678	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1766
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.98
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	75.4	Average Speed (S _{ML}), mi/h	61.2
Speed 2 (S ₂), mi/h	14.2	Density (D _{ML}), pc/mi/ln	28.9
Speed 2 (S ₃), mi/h	18.9	Level of Service (LOS)	D

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S8 - 2045 PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PM
Project Description:	Harvest Landing - 2045 AM (S8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	28.5	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	1960	pc/mi/ln
Average Speed in Ramp Influence Area, SR	60.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.7	mi/h
Average Speed for On-Ramp (Merge) Junction, S	63.6	mi/h
Density Across All Lanes, D	30.2	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3915		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	500		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3915	1072	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	3.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0300	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.943	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4574	1197	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2515	1600	ft
Demand Volume, V	1159	1626	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	5.30	2.00	
Heavy Vehicle Adj., fHV	0.904	0.980	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	1349	1746	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	1107.2	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	8060.1	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2614	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5771	7200	No
vR	1197	4000	No
vR12	3811	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1197	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2614	pc/h
Length of Acceleration Lane, LA	1000	ft
Density in On-Ramp Influence Area, DR	28.5	pc/mi/ln
Density in On-Ramp Influence Area, DR	26.9	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	1000	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4574	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2614	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3811	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.427	
Average Speed in Ramp Influence Area, SR	60.9	mi/h
Average Flow in Outer Lanes, vOA	1960	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.7	mi/h
Average Speed for On-Ramp Junction, S	63.6	mi/h
Density Across All Lanes, D	30.2	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1678	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1766	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	75.4	mi/h
Speed 2, S2	14.2	mi/h
Speed 3, S3	18.9	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	61.2	mi/h
Density, DML	28.9	pc/mi/ln
Level of Service, LOSML	D	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 14:09:05

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PM Peak
Project Description	Harvest Landing - 2045 PM Peak (S9)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4666	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1817
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	27.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2000	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2105
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.17
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

**ATTACHMENT A -
HCS WORKSHEETS
Opening Year I (2026) With
Project Conditions (AM Peak)**

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PP AM Peak
Project Description	Harvest Landing - 2026 PP AM Peak (N1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4896	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1907
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N2 - 2026 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP AM
Project Description:	Harvest Landing - 2026 PP AM (N2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	25.2	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2451	pc/mi/ln
Average Speed in Ramp Influence Area, SR	55.5	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.1	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.3	mi/h
Density Across All Lanes, D	31.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4896		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	400		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4896	834	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	7.80	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0780	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.865	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5720	1015	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	1095	2725	ft
Demand Volume, V	704	503	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.00	4.70	
Heavy Vehicle Adj., fHV	0.962	0.914	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	771	579	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	6144.9	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	3269	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5720	7200	No
vR	1015	4000	No
v12	3269	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3269	pc/h
Length of Deceleration Lane, LA	800	ft
Density in Off-Ramp Influence Area, DR	25.2	pc/mi/ln
Density in Off-Ramp Influence Area, DR	21.8	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5720	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3269	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.519	
Average Speed in Ramp Influence Area, SR	55.5	mi/h
Average Flow in Outer Lanes, v0A	2451	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.1	mi/h
Average Speed for Off-Ramp Junction, S	61.3	mi/h
Density Across All Lanes, D	31.1	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PP AM Peak
Project Description	Harvest Landing - 2026 PP AM Peak (N3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4062	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1582
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.66
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	67.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N4 - 2026 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP AM
Project Description:	Harvest Landing - 2026 PP AM (N4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	28.1	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2034	pc/mi/ln
Average Speed in Ramp Influence Area, SR	62.0	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.5	mi/h
Average Speed for On-Ramp (Merge) Junction, S	64.7	mi/h
Density Across All Lanes, D	27.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4062		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	225		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4062	503	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	4.70	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0470	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.914	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4746	579	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2725	4650	ft
Demand Volume, V	834	903	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	7.80	14.00	
Heavy Vehicle Adj., fHV	0.865	0.877	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	1015	1084	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	767.6	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	6869.1	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2712	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5325	7200	No
vR	579	4000	No
vR12	3291	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	579	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2712	pc/h
Length of Acceleration Lane, LA	450	ft
Density in On-Ramp Influence Area, DR	28.1	pc/mi/ln
Density in On-Ramp Influence Area, DR	25.7	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	450	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4746	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2712	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3291	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.394	
Average Speed in Ramp Influence Area, SR	62.0	mi/h
Average Flow in Outer Lanes, vOA	2034	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.5	mi/h
Average Speed for On-Ramp Junction, S	64.7	mi/h
Density Across All Lanes, D	27.4	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PP AM Peak
Project Description	Harvest Landing - 2026 PP AM Peak (N5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4565	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1778
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.74
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N6 - 2026 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP AM
Project Description:	Harvest Landing - 2026 PP AM (N6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	27.8	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2286	pc/mi/ln
Average Speed in Ramp Influence Area, SR	55.3	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.8	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.3	mi/h
Density Across All Lanes, D	29.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4565		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	150		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4565	903	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	14.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1400	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.901	0.877	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5333	1084	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4650	3450	ft
Demand Volume, V	503	458	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	4.70	17.60	
Heavy Vehicle Adj., fHV	0.914	0.740	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	579	652	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	5205.5	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	3047	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5333	7200	No
vR	1084	4000	No
v12	3047	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3047	pc/h
Length of Deceleration Lane, LA	300	ft
Density in Off-Ramp Influence Area, DR	27.8	pc/mi/ln
Density in Off-Ramp Influence Area, DR	24.4	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5333	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3047	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.526	
Average Speed in Ramp Influence Area, SR	55.3	mi/h
Average Flow in Outer Lanes, vOA	2286	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.8	mi/h
Average Speed for Off-Ramp Junction, S	61.3	mi/h
Density Across All Lanes, D	29.0	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PP AM Peak
Project Description	Harvest Landing - 2026 PP AM Peak (N7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3662	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1426
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N8 - 2026 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP AM
Project Description:	Harvest Landing - 2026 PP AM (N8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	25.8	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1833	pc/mi/ln
Average Speed in Ramp Influence Area, SR	62.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.2	mi/h
Average Speed for On-Ramp (Merge) Junction, S	65.4	mi/h
Density Across All Lanes, D	25.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3662		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	285		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3662	458	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	17.60	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1760	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.740	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4278	651	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3450	4975	ft
Demand Volume, V	903	394	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	14.00	11.00	
Heavy Vehicle Adj., fHV	0.877	0.820	
Terrain Type	Level	Rolling	
Demand Flow Rate, v	1084	506	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	736.1	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	2966.1	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2445	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4929	7200	No
vR	651	4000	No
vR12	3096	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	651	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2445	pc/h
Length of Acceleration Lane, LA	570	ft
Density in On-Ramp Influence Area, DR	25.8	pc/mi/ln
Density in On-Ramp Influence Area, DR	19.1	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	570	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4278	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2445	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3096	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.367	
Average Speed in Ramp Influence Area, SR	62.9	mi/h
Average Flow in Outer Lanes, vOA	1833	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.2	mi/h
Average Speed for On-Ramp Junction, S	65.4	mi/h
Density Across All Lanes, D	25.1	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PP AM Peak
Project Description	Harvest Landing - 2026 PP AM Peak (N9)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4120	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1604
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	67.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 PP AM Peak (S1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3655	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1423
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S2 - 2026 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP AM
Project Description:	Harvest Landing - 2026 PP AM (S2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	22.4	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1830	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	73.6	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.5	mi/h
Density Across All Lanes, D	22.8	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3655		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	160		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3655	466	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	27.60	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2760	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.644	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4270	762	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	5245	3365	ft
Demand Volume, V	831	214	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	24.90	
Heavy Vehicle Adj., fHV	0.820	0.668	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1067	337	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	9588.5	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	2440	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	4270	7200	No
vR	762	4000	No
v12	2440	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2440	pc/h
Length of Deceleration Lane, LA	320	ft
Density in Off-Ramp Influence Area, DR	22.4	pc/mi/ln
Density in Off-Ramp Influence Area, DR	14.4	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4270	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2440	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.497	
Average Speed in Ramp Influence Area, SR	56.1	mi/h
Average Flow in Outer Lanes, vOA	1830	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	73.6	mi/h
Average Speed for Off-Ramp Junction, S	62.5	mi/h
Density Across All Lanes, D	22.8	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 PP AM Peak (S3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3189	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1242
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S4 - 2026 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP AM
Project Description:	Harvest Landing - 2026 PP AM (S4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	20.9	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1597	pc/mi/ln
Average Speed in Ramp Influence Area, SR	64.3	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.1	mi/h
Average Speed for On-Ramp (Merge) Junction, S	66.8	mi/h
Density Across All Lanes, D	20.3	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3189		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	300		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3189	214	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	24.90	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2490	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.668	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	3726	337	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3365	4745	ft
Demand Volume, V	466	411	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	27.60	9.00	
Heavy Vehicle Adj., fHV	0.644	0.847	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	761	511	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	564.1	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	2937.3	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2129	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4063	7200	No
vR	337	4000	No
vR12	2466	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	337	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2129	pc/h
Length of Acceleration Lane, LA	600	ft
Density in On-Ramp Influence Area, DR	20.9	pc/mi/ln
Density in On-Ramp Influence Area, DR	14.0	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	600	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	3726	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2129	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	2466	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.325	
Average Speed in Ramp Influence Area, SR	64.3	mi/h
Average Flow in Outer Lanes, vOA	1597	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.1	mi/h
Average Speed for On-Ramp Junction, S	66.8	mi/h
Density Across All Lanes, D	20.3	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 PP AM Peak (S5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3403	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1325
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S6 - 2026 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP AM
Project Description:	Harvest Landing - 2026 PP AM (S6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	21.5	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1704	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.7	mi/h
Average Speed in Outer Lanes of Freeway, SO	74.0	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	63.0	mi/h
Density Across All Lanes, D	21.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3403		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	125		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3403	411	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	9.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0900	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.847	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	3976	511	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4745	2515	ft
Demand Volume, V	214	646	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	24.90	8.00	
Heavy Vehicle Adj., fHV	0.668	0.862	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	337	789	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	2729.9		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	2272		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	3976	7200	No
vR	511	4000	No
v12	2272	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2272		pc/h
Length of Deceleration Lane, LA	250		ft
Density in Off-Ramp Influence Area, DR	21.5		pc/mi/ln
Density in Off-Ramp Influence Area, DR	18.2		veh/mi/ln
Level of Service, LOS	C		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	3976		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2272		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.474		
Average Speed in Ramp Influence Area, SR	56.7		mi/h
Average Flow in Outer Lanes, vOA	1704		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	74.0		mi/h
Average Speed for Off-Ramp Junction, S	63.0		mi/h
Density Across All Lanes, D	21.0		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 PP AM Peak (S7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2992	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1165
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S8 - 2026 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP AM
Project Description:	Harvest Landing - 2026 PP AM (S8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	20.7	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1498	pc/mi/ln
Average Speed in Ramp Influence Area, SR	64.6	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.4	mi/h
Average Speed for On-Ramp (Merge) Junction, S	66.8	mi/h
Density Across All Lanes, D	21.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	2992		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	500		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	2992	646	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	8.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0800	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.862	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	3496	789	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2515	1600	ft
Demand Volume, V	411	788	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	9.00	2.00	
Heavy Vehicle Adj., fHV	0.847	0.980	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	511	846	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	789.2	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	3906.1	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	1998	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4285	7200	No
vR	789	4000	No
vR12	2787	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	789	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1998	pc/h
Length of Acceleration Lane, LA	1000	ft
Density in On-Ramp Influence Area, DR	20.7	pc/mi/ln
Density in On-Ramp Influence Area, DR	17.8	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	1000	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	3496	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1998	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	2787	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.314	
Average Speed in Ramp Influence Area, SR	64.6	mi/h
Average Flow in Outer Lanes, vOA	1498	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.4	mi/h
Average Speed for On-Ramp Junction, S	66.8	mi/h
Density Across All Lanes, D	21.4	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 AM Peak
Project Description	Harvest Landing - 2026 PP AM Peak (S9)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3638	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1417
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

**ATTACHMENT A -
HCS WORKSHEETS
Opening Year I (2026) With
Project Conditions (PM Peak)**

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PP PM Peak (N1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4618	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1798
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N2 - 2026 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP PM
Project Description:	Harvest Landing - 2026 PP PM (N2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	23.6	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2312	pc/mi/ln
Average Speed in Ramp Influence Area, SR	55.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.7	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.7	mi/h
Density Across All Lanes, D	29.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4618		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	400		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4618	718	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0620	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.890	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5395	849	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	1095	2725	ft
Demand Volume, V	822	509	veh/h
Peak Hour Factor, PHF	0.94	0.94	
Percent Total Trucks	2.00	6.40	
Heavy Vehicle Adj., fHV	0.962	0.887	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	909	611	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	6965.7	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	3083	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5395	7200	No
vR	849	4000	No
v12	3083	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3083	pc/h
Length of Deceleration Lane, LA	800	ft
Density in Off-Ramp Influence Area, DR	23.6	pc/mi/ln
Density in Off-Ramp Influence Area, DR	21.0	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5395	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3083	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.504	
Average Speed in Ramp Influence Area, SR	55.9	mi/h
Average Flow in Outer Lanes, vOA	2312	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.7	mi/h
Average Speed for Off-Ramp Junction, S	61.7	mi/h
Density Across All Lanes, D	29.1	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PP PM Peak (N3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3900	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1519
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N4 - 2026 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP PM
Project Description:	Harvest Landing - 2026 PP PM (N4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	27.5	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1953	pc/mi/ln
Average Speed in Ramp Influence Area, SR	62.3	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.8	mi/h
Average Speed for On-Ramp (Merge) Junction, S	64.9	mi/h
Density Across All Lanes, D	26.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3900		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	225		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3900	509	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.40	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0640	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.887	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4556	604	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2725	4650	ft
Demand Volume, V	718	275	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.20	20.20	
Heavy Vehicle Adj., fHV	0.890	0.832	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	850	348	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	732.2	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	2205.7	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2603	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5160	7200	No
vR	604	4000	No
vR12	3207	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	604	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2603	pc/h
Length of Acceleration Lane, LA	450	ft
Density in On-Ramp Influence Area, DR	27.5	pc/mi/ln
Density in On-Ramp Influence Area, DR	24.4	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	450	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4556	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2603	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3207	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.386	
Average Speed in Ramp Influence Area, SR	62.3	mi/h
Average Flow in Outer Lanes, vOA	1953	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.8	mi/h
Average Speed for On-Ramp Junction, S	64.9	mi/h
Density Across All Lanes, D	26.5	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PP PM Peak (N5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4409	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1717
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N6 - 2026 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP PM
Project Description:	Harvest Landing - 2026 PP PM (N6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	26.9	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2208	pc/mi/ln
Average Speed in Ramp Influence Area, SR	57.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	72.1	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.7	mi/h
Density Across All Lanes, D	27.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4409		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	150		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4409	275	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	20.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2020	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.901	0.832	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5151	348	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4650	3450	ft
Demand Volume, V	509	536	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.40	23.40	
Heavy Vehicle Adj., fHV	0.887	0.681	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	604	828	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	3707.2	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	2943	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5151	7200	No
vR	348	4000	No
v12	2943	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2943	pc/h
Length of Deceleration Lane, LA	300	ft
Density in Off-Ramp Influence Area, DR	26.9	pc/mi/ln
Density in Off-Ramp Influence Area, DR	22.4	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5151	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2943	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.459	
Average Speed in Ramp Influence Area, SR	57.1	mi/h
Average Flow in Outer Lanes, vOA	2208	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	72.1	mi/h
Average Speed for Off-Ramp Junction, S	62.7	mi/h
Density Across All Lanes, D	27.4	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PP PM Peak (N7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4134	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1610
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	67.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N8 - 2026 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP PM
Project Description:	Harvest Landing - 2026 PP PM (N8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	29.6	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2070	pc/mi/ln
Average Speed in Ramp Influence Area, SR	61.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.3	mi/h
Average Speed for On-Ramp (Merge) Junction, S	63.9	mi/h
Density Across All Lanes, D	29.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4134		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	285		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4134	536	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	23.40	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2340	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.681	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4830	829	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3450	4975	ft
Demand Volume, V	275	765	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	20.20	11.00	
Heavy Vehicle Adj., fHV	0.832	0.820	
Terrain Type	Level	Rolling	
Demand Flow Rate, v	348	982	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	892.3	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	5759.0	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2760	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5659	7200	No
vR	829	4000	No
vR12	3589	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	829	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2760	pc/h
Length of Acceleration Lane, LA	570	ft
Density in On-Ramp Influence Area, DR	29.6	pc/mi/ln
Density in On-Ramp Influence Area, DR	20.2	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	570	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4830	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2760	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3589	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.422	
Average Speed in Ramp Influence Area, SR	61.1	mi/h
Average Flow in Outer Lanes, vOA	2070	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.3	mi/h
Average Speed for On-Ramp Junction, S	63.9	mi/h
Density Across All Lanes, D	29.5	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PP PM Peak (N9)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4670	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1819
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PP PM Peak (S1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4572	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1780
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.74
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S2 - 2026 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP PM
Project Description:	Harvest Landing - 2026 PP PM (NS2
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	27.6	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2289	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.8	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.9	mi/h
Density Across All Lanes, D	28.8	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4572		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	160		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4572	596	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	12.40	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1240	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.801	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5341	783	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	5245	3365	ft
Demand Volume, V	515	474	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	21.20	
Heavy Vehicle Adj., fHV	0.820	0.702	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	661	711	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	4923.3		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3052		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	5341	7200	No
vR	783	4000	No
v12	3052	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3052		pc/h
Length of Deceleration Lane, LA	320		ft
Density in Off-Ramp Influence Area, DR	27.6		pc/mi/ln
Density in Off-Ramp Influence Area, DR	22.1		veh/mi/ln
Level of Service, LOS	C		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	5341		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3052		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.498		
Average Speed in Ramp Influence Area, SR	56.1		mi/h
Average Flow in Outer Lanes, v0A	2289		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.8		mi/h
Average Speed for Off-Ramp Junction, S	61.9		mi/h
Density Across All Lanes, D	28.8		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PP PM Peak (S3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3975	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1548
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S4 - 2026 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP PM
Project Description:	Harvest Landing - 2026 PP PM (S4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	27.7	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1990	pc/mi/ln
Average Speed in Ramp Influence Area, SR	62.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.6	mi/h
Average Speed for On-Ramp (Merge) Junction, S	64.7	mi/h
Density Across All Lanes, D	27.6	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	3	ln
Freeway Free-Flow Speed, FFS	75.0	mi/h
Segment Length	1500	ft
Multilane Highway or C-D Roadway?	Freeway	
Demand Volume, V	3975	veh/h
Peak Hour Factor, PHF	0.95	

Ramp Data		
Number of Ramp Lanes	2	ln
Ramp Free-Flow Speed, SFR	35.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	300	ft
Length of Second Acceleration Lane, LA2	0	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3975	474	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	21.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2120	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.702	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4644	711	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3365	4745	ft
Demand Volume, V	596	654	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	12.40	5.30	
Heavy Vehicle Adj., fHV	0.801	0.904	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	783	761	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	840.6	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	4380.9	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2654	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5355	7200	No
vR	711	4000	No
vR12	3365	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	711	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2654	pc/h
Length of Acceleration Lane, LA	600	ft
Density in On-Ramp Influence Area, DR	27.7	pc/mi/ln
Density in On-Ramp Influence Area, DR	19.4	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	600	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4644	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2654	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3365	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.392	
Average Speed in Ramp Influence Area, SR	62.1	mi/h
Average Flow in Outer Lanes, vOA	1990	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.6	mi/h
Average Speed for On-Ramp Junction, S	64.7	mi/h
Density Across All Lanes, D	27.6	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PP PM Peak (S5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4449	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1733
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S6 - 2026 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP PM
Project Description:	Harvest Landing - 2026 PP PM (S6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	27.5	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2228	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	72.0	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.0	mi/h
Density Across All Lanes, D	27.9	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4449		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	125		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4449	654	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	5.30	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0530	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.904	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5198	762	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4745	2515	ft
Demand Volume, V	474	842	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	21.20	3.00	
Heavy Vehicle Adj., fHV	0.702	0.943	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	711	939	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	5356.5	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	2970	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5198	7200	No
vR	762	4000	No
v12	2970	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2970	pc/h
Length of Deceleration Lane, LA	250	ft
Density in Off-Ramp Influence Area, DR	27.5	pc/mi/ln
Density in Off-Ramp Influence Area, DR	24.9	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5198	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2970	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.497	
Average Speed in Ramp Influence Area, SR	56.1	mi/h
Average Flow in Outer Lanes, vOA	2228	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	72.0	mi/h
Average Speed for Off-Ramp Junction, S	62.0	mi/h
Density Across All Lanes, D	27.9	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PP PM Peak (S7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3795	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1478
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.62
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S8 - 2026 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2026 PP PM
Project Description:	Harvest Landing - 2026 PP PM (S8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	25.9	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1900	pc/mi/ln
Average Speed in Ramp Influence Area, SR	62.6	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.0	mi/h
Average Speed for On-Ramp (Merge) Junction, S	65.0	mi/h
Density Across All Lanes, D	27.6	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3795		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	500		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3795	842	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	3.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0300	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.943	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4434	940	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2515	1600	ft
Demand Volume, V	654	1144	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	5.30	2.00	
Heavy Vehicle Adj., fHV	0.904	0.980	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	761	1228	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	1022.2	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	5670.8	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2534	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5374	7200	No
vR	940	4000	No
vR12	3474	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	940	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2534	pc/h
Length of Acceleration Lane, LA	1000	ft
Density in On-Ramp Influence Area, DR	25.9	pc/mi/ln
Density in On-Ramp Influence Area, DR	24.4	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	1000	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4434	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2534	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3474	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.377	
Average Speed in Ramp Influence Area, SR	62.6	mi/h
Average Flow in Outer Lanes, vOA	1900	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.0	mi/h
Average Speed for On-Ramp Junction, S	65.0	mi/h
Density Across All Lanes, D	27.6	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2026 PM Peak
Project Description	Harvest Landing - 2026 PP PM Peak (S9)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4636	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1805
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

**ATTACHMENT A -
HCS WORKSHEETS
Opening Year II (2030) With
Project Conditions (AM Peak)**

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP AM Peak
Project Description	Harvest Landing - 2030 PP AM Peak (N1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5797	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2258
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.94
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	39.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N2 - 2030 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP AM
Project Description:	Harvest Landing - 2030 PP AM (N2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	32.1	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2700	pc/mi/ln
Average Speed in Ramp Influence Area, SR	55.2	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	60.3	mi/h
Density Across All Lanes, D	37.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	5797		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	400		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	5797	910	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	7.80	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0780	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.865	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	6773	1107	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	1095	2725	ft
Demand Volume, V	784	558	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.00	4.70	
Heavy Vehicle Adj., fHV	0.962	0.914	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	858	643	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	6016.8	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	4073	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	6773	7200	No
vR	1107	4000	No
v12	4073	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	4073	pc/h
Length of Deceleration Lane, LA	800	ft
Density in Off-Ramp Influence Area, DR	32.1	pc/mi/ln
Density in Off-Ramp Influence Area, DR	27.8	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	6773	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	4073	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.528	
Average Speed in Ramp Influence Area, SR	55.2	mi/h
Average Flow in Outer Lanes, vOA	2700	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.2	mi/h
Average Speed for Off-Ramp Junction, S	60.3	mi/h
Density Across All Lanes, D	37.4	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP AM Peak
Project Description	Harvest Landing - 2030 PP AM Peak (N3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4887	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1903
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N4 - 2030 PP AM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP AM
Project Description:	Harvest Landing - 2030 PP AM (N4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	32.9	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2447	pc/mi/ln
Average Speed in Ramp Influence Area, SR	59.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	67.6	mi/h
Average Speed for On-Ramp (Merge) Junction, S	62.1	mi/h
Density Across All Lanes, D	34.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4887		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	225		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4887	558	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	4.70	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0470	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.914	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5709	643	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2725	4650	ft
Demand Volume, V	910	1371	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	7.80	14.00	
Heavy Vehicle Adj., fHV	0.865	0.877	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	1107	1645	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	987.3	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	10429.2	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	3262	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	6352	7200	No
vR	643	4000	No
vR12	3905	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	643	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3262	pc/h
Length of Acceleration Lane, LA	450	ft
Density in On-Ramp Influence Area, DR	32.9	pc/mi/ln
Density in On-Ramp Influence Area, DR	30.1	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	450	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5709	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3262	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3905	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.483	
Average Speed in Ramp Influence Area, SR	59.1	mi/h
Average Flow in Outer Lanes, vOA	2447	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	67.6	mi/h
Average Speed for On-Ramp Junction, S	62.1	mi/h
Density Across All Lanes, D	34.1	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP AM Peak
Project Description	Harvest Landing - 2030 PP AM Peak (N5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5445	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2120
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.89
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	35.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N6 - 2030 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP AM
Project Description:	Harvest Landing - 2030 PP AM (N6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	34.0	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2593	pc/mi/ln
Average Speed in Ramp Influence Area, SR	53.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.6	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	59.7	mi/h
Density Across All Lanes, D	35.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	5445		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	150		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	5445	1371	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	14.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1400	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.901	0.877	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	6361	1646	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4650	3450	ft
Demand Volume, V	558	610	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	4.70	17.60	
Heavy Vehicle Adj., fHV	0.914	0.740	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	643	868	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	6968.9		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3768		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	6361	7200	No
vR	1646	4000	No
v12	3768	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3768		pc/h
Length of Deceleration Lane, LA	300		ft
Density in Off-Ramp Influence Area, DR	34.0		pc/mi/ln
Density in Off-Ramp Influence Area, DR	29.8		veh/mi/ln
Level of Service, LOS	D		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	6361		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3768		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.576		
Average Speed in Ramp Influence Area, SR	53.9		mi/h
Average Flow in Outer Lanes, vOA	2593		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.6		mi/h
Average Speed for Off-Ramp Junction, S	59.7		mi/h
Density Across All Lanes, D	35.5		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP AM Peak
Project Description	Harvest Landing - 2030 PP AM Peak (N7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4074	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1587
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.66
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	67.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N8 - 2030 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP AM
Project Description:	Harvest Landing - 2030 PP AM (N8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	29.6	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2040	pc/mi/ln
Average Speed in Ramp Influence Area, SR	61.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.5	mi/h
Average Speed for On-Ramp (Merge) Junction, S	63.9	mi/h
Density Across All Lanes, D	29.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4074		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	285		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4074	610	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	17.60	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1760	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.740	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4760	868	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3450	4975	ft
Demand Volume, V	1371	439	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	14.00	11.00	
Heavy Vehicle Adj., fHV	0.877	0.820	
Terrain Type	Level	Rolling	
Demand Flow Rate, v	1645	564	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	885.7	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	3304.8	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2720	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5628	7200	No
vR	868	4000	No
vR12	3588	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	868	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2720	pc/h
Length of Acceleration Lane, LA	570	ft
Density in On-Ramp Influence Area, DR	29.6	pc/mi/ln
Density in On-Ramp Influence Area, DR	21.9	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	570	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4760	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2720	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3588	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.422	
Average Speed in Ramp Influence Area, SR	61.1	mi/h
Average Flow in Outer Lanes, vOA	2040	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.5	mi/h
Average Speed for On-Ramp Junction, S	63.9	mi/h
Density Across All Lanes, D	29.4	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP AM Peak
Project Description	Harvest Landing - 2030 PP AM Peak (N9)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4684	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1824
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP AM Peak
Project Description	Harvest Landing - 2030 PP AM Peak (S1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4528	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1763
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.74
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S2 - 2030 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP AM
Project Description:	Harvest Landing - 2030 PP AM (S2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	29.4	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2028	pc/mi/ln
Average Speed in Ramp Influence Area, SR	54.0	mi/h
Average Speed in Outer Lanes of Freeway, SO	72.8	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	59.9	mi/h
Density Across All Lanes, D	29.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4528		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	160		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4528	980	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	27.60	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2760	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.644	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5290	1602	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	5240	3365	ft
Demand Volume, V	925	303	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	24.90	
Heavy Vehicle Adj., fHV	0.820	0.668	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1188	478	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	16750.3	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	3262	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5290	7200	No
vR	1602	4000	No
v12	3262	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3262	pc/h
Length of Deceleration Lane, LA	320	ft
Density in Off-Ramp Influence Area, DR	29.4	pc/mi/ln
Density in Off-Ramp Influence Area, DR	18.9	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5290	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3262	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.572	
Average Speed in Ramp Influence Area, SR	54.0	mi/h
Average Flow in Outer Lanes, vOA	2028	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	72.8	mi/h
Average Speed for Off-Ramp Junction, S	59.9	mi/h
Density Across All Lanes, D	29.4	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP AM Peak
Project Description	Harvest Landing - 2030 PP AM Peak (S3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3547	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1381
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S4 - 2030 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP AM
Project Description:	Harvest Landing - 2030 PP AM (S4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	23.8	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1776	pc/mi/ln
Average Speed in Ramp Influence Area, SR	63.6	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.4	mi/h
Average Speed for On-Ramp (Merge) Junction, S	66.1	mi/h
Density Across All Lanes, D	23.3	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3547		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	300		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3547	303	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	24.90	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2490	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.668	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4144	477	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3365	4745	ft
Demand Volume, V	980	455	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	27.60	9.00	
Heavy Vehicle Adj., fHV	0.644	0.847	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1601	565	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	683.5	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	3251.8	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2368	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4621	7200	No
vR	477	4000	No
vR12	2845	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	477	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2368	pc/h
Length of Acceleration Lane, LA	600	ft
Density in On-Ramp Influence Area, DR	23.8	pc/mi/ln
Density in On-Ramp Influence Area, DR	15.9	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	600	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4144	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2368	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	2845	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.346	
Average Speed in Ramp Influence Area, SR	63.6	mi/h
Average Flow in Outer Lanes, vOA	1776	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.4	mi/h
Average Speed for On-Ramp Junction, S	66.1	mi/h
Density Across All Lanes, D	23.3	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP AM Peak
Project Description	Harvest Landing - 2030 PP AM Peak (S5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3850	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1499
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S6 - 2030 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP AM
Project Description:	Harvest Landing - 2030 PP AM (S6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	24.1	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1928	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.6	mi/h
Average Speed in Outer Lanes of Freeway, SO	73.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.7	mi/h
Density Across All Lanes, D	23.9	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3850		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	125		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3850	455	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	9.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0900	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.847	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4498	565	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4745	2515	ft
Demand Volume, V	303	720	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	24.90	8.00	
Heavy Vehicle Adj., fHV	0.668	0.862	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	478	879	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	3633.0	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	2570	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	4498	7200	No
vR	565	4000	No
v12	2570	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2570	pc/h
Length of Deceleration Lane, LA	250	ft
Density in Off-Ramp Influence Area, DR	24.1	pc/mi/ln
Density in Off-Ramp Influence Area, DR	20.4	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4498	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2570	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.479	
Average Speed in Ramp Influence Area, SR	56.6	mi/h
Average Flow in Outer Lanes, vOA	1928	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	73.2	mi/h
Average Speed for Off-Ramp Junction, S	62.7	mi/h
Density Across All Lanes, D	23.9	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP AM Peak
Project Description	Harvest Landing - 2030 PP AM Peak (S7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3395	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1322
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S8 - 2030 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP AM
Project Description:	Harvest Landing - 2030 PP AM (S8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	23.4	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1700	pc/mi/ln
Average Speed in Ramp Influence Area, SR	63.7	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.7	mi/h
Average Speed for On-Ramp (Merge) Junction, S	66.0	mi/h
Density Across All Lanes, D	24.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3395		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	500		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3395	720	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	8.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0800	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.862	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	3966	879	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2515	1600	ft
Demand Volume, V	455	878	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	9.00	11.00	
Heavy Vehicle Adj., fHV	0.847	0.901	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	565	1026	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	909.0	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	4736.3	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2266	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4845	7200	No
vR	879	4000	No
vR12	3145	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	879	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2266	pc/h
Length of Acceleration Lane, LA	1000	ft
Density in On-Ramp Influence Area, DR	23.4	pc/mi/ln
Density in On-Ramp Influence Area, DR	20.2	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	1000	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	3966	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2266	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3145	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.342	
Average Speed in Ramp Influence Area, SR	63.7	mi/h
Average Flow in Outer Lanes, vOA	1700	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.7	mi/h
Average Speed for On-Ramp Junction, S	66.0	mi/h
Density Across All Lanes, D	24.5	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP AM Peak
Project Description	Harvest Landing - 2030 PP AM Peak (S9)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4116	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1603
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	67.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

**ATTACHMENT A -
HCS WORKSHEETS
Opening Year II (2030) With
Project Conditions (PM Peak)**

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP PM Peak
Project Description	Harvest Landing - 2030 PP PM Peak (N1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5214	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2030
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N2 - 2030 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP PM
Project Description:	Harvest Landing - 2030 PP PM (N2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	27.0	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2610	pc/mi/ln
Average Speed in Ramp Influence Area, SR	55.7	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.5	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.2	mi/h
Density Across All Lanes, D	33.2	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	5214		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	400		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	5214	777	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0620	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.890	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	6091	919	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	1095	2725	ft
Demand Volume, V	915	563	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.00	6.40	
Heavy Vehicle Adj., fHV	0.962	0.887	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1002	668	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	7091.6		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3481		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	6091	7200	No
vR	919	4000	No
v12	3481	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3481		pc/h
Length of Deceleration Lane, LA	800		ft
Density in Off-Ramp Influence Area, DR	27.0		pc/mi/ln
Density in Off-Ramp Influence Area, DR	24.0		veh/mi/ln
Level of Service, LOS	C		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	6091		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3481		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.511		
Average Speed in Ramp Influence Area, SR	55.7		mi/h
Average Flow in Outer Lanes, vOA	2610		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.5		mi/h
Average Speed for Off-Ramp Junction, S	61.2		mi/h
Density Across All Lanes, D	33.2		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP PM Peak
Project Description	Harvest Landing - 2030 PP PM Peak (N3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4437	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1728
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N4 - 2030 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP PM
Project Description:	Harvest Landing - 2030 PP PM (N4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	30.7	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2222	pc/mi/ln
Average Speed in Ramp Influence Area, SR	60.6	mi/h
Average Speed in Outer Lanes of Freeway, SO	68.8	mi/h
Average Speed for On-Ramp (Merge) Junction, S	63.5	mi/h
Density Across All Lanes, D	30.7	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4437		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	225		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4437	563	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.40	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0640	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.887	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5184	668	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2725	4650	ft
Demand Volume, V	777	401	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.20	20.20	
Heavy Vehicle Adj., fHV	0.890	0.832	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	919	507	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	880.3	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	3216.3	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2962	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5852	7200	No
vR	668	4000	No
vR12	3630	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	668	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2962	pc/h
Length of Acceleration Lane, LA	450	ft
Density in On-Ramp Influence Area, DR	30.7	pc/mi/ln
Density in On-Ramp Influence Area, DR	27.2	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	450	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5184	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2962	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3630	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.437	
Average Speed in Ramp Influence Area, SR	60.6	mi/h
Average Flow in Outer Lanes, vOA	2222	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	68.8	mi/h
Average Speed for On-Ramp Junction, S	63.5	mi/h
Density Across All Lanes, D	30.7	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP PM Peak
Project Description	Harvest Landing - 2030 PP PM Peak (N5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5000	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1947
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N6 - 2030 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP PM
Project Description:	Harvest Landing - 2030 PP PM (N6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	30.3	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2503	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.7	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.9	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.0	mi/h
Density Across All Lanes, D	31.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	5000		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	150		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	5000	401	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	20.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2020	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.901	0.832	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5841	507	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4650	3450	ft
Demand Volume, V	563	1043	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.40	23.40	
Heavy Vehicle Adj., fHV	0.887	0.681	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	668	1612	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	4007.5	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	3338	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5841	7200	No
vR	507	4000	No
v12	3338	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3338	pc/h
Length of Deceleration Lane, LA	300	ft
Density in Off-Ramp Influence Area, DR	30.3	pc/mi/ln
Density in Off-Ramp Influence Area, DR	25.2	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5841	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3338	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.474	
Average Speed in Ramp Influence Area, SR	56.7	mi/h
Average Flow in Outer Lanes, vOA	2503	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.9	mi/h
Average Speed for Off-Ramp Junction, S	62.0	mi/h
Density Across All Lanes, D	31.4	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP PM Peak
Project Description	Harvest Landing - 2030 PP PM Peak (N7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4599	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1791
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N8 - 2030 PP PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP PM
Project Description:	Harvest Landing - 2030 PP PM (N8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	37.8	pc/mi/ln
Level of Service, LOS	E	
Average Flow in Outer Lanes, vOA	2303	pc/mi/ln
Average Speed in Ramp Influence Area, SR	51.8	mi/h
Average Speed in Outer Lanes of Freeway, SO	68.5	mi/h
Average Speed for On-Ramp (Merge) Junction, S	56.3	mi/h
Density Across All Lanes, D	41.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4599		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	285		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4599	1043	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	23.40	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2340	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.681	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5373	1612	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3450	4975	ft
Demand Volume, V	401	852	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	20.20	11.00	
Heavy Vehicle Adj., fHV	0.832	0.820	
Terrain Type	Level	Rolling	
Demand Flow Rate, v	507	1094	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	1176.1	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	6413.9	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	3070	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	6985	7200	No
vR	1612	4000	No
vR12	4682	4600	Yes
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1612	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3070	pc/h
Length of Acceleration Lane, LA	570	ft
Density in On-Ramp Influence Area, DR	37.8	pc/mi/ln
Density in On-Ramp Influence Area, DR	25.7	veh/mi/ln
Level of Service, LOS	E	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	570	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5373	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3070	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	4682	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.702	
Average Speed in Ramp Influence Area, SR	51.8	mi/h
Average Flow in Outer Lanes, vOA	2303	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	68.5	mi/h
Average Speed for On-Ramp Junction, S	56.3	mi/h
Density Across All Lanes, D	41.4	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP PM Peak
Project Description	Harvest Landing - 2030 PP PM Peak (N9)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5641	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2197
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.92
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	37.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP PM Peak
Project Description	Harvest Landing - 2030 PP PM Peak (S1)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5198	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2024
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S2 - 2030 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP PM
Project Description:	Harvest Landing - 2030 PP PM (S2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	31.2	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2603	pc/mi/ln
Average Speed in Ramp Influence Area, SR	55.4	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.5	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.0	mi/h
Density Across All Lanes, D	33.2	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	5198		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	160		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	5198	776	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	12.40	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1240	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.801	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	6073	1020	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	5245	3365	ft
Demand Volume, V	574	805	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	21.20	
Heavy Vehicle Adj., fHV	0.820	0.702	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	737	1207	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	5535.8	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	3470	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	6073	7200	No
vR	1020	4000	No
v12	3470	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3470	pc/h
Length of Deceleration Lane, LA	320	ft
Density in Off-Ramp Influence Area, DR	31.2	pc/mi/ln
Density in Off-Ramp Influence Area, DR	25.0	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	6073	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3470	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.520	
Average Speed in Ramp Influence Area, SR	55.4	mi/h
Average Flow in Outer Lanes, vOA	2603	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.5	mi/h
Average Speed for Off-Ramp Junction, S	61.0	mi/h
Density Across All Lanes, D	33.2	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP PM Peak
Project Description	Harvest Landing - 2030 PP PM Peak (S3)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4422	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1722
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S4 - 2030 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP PM
Project Description:	Harvest Landing - 2030 PP PM (S4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	33.7	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2214	pc/mi/ln
Average Speed in Ramp Influence Area, SR	57.5	mi/h
Average Speed in Outer Lanes of Freeway, SO	68.8	mi/h
Average Speed for On-Ramp (Merge) Junction, S	61.0	mi/h
Density Across All Lanes, D	34.8	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	3	ln
Freeway Free-Flow Speed, FFS	75.0	mi/h
Segment Length	1500	ft
Multilane Highway or C-D Roadway?	Freeway	
Demand Volume, V	4422	veh/h
Peak Hour Factor, PHF	0.95	

Ramp Data		
Number of Ramp Lanes	2	ln
Ramp Free-Flow Speed, SFR	35.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	300	ft
Length of Second Acceleration Lane, LA2	0	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4422	805	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	21.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2120	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.702	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5166	1207	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3365	4745	ft
Demand Volume, V	776	725	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	12.40	5.30	
Heavy Vehicle Adj., fHV	0.801	0.904	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1019	844	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	1058.4	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	4856.5	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2952	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	6373	7200	No
vR	1207	4000	No
vR12	4159	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1207	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2952	pc/h
Length of Acceleration Lane, LA	600	ft
Density in On-Ramp Influence Area, DR	33.7	pc/mi/ln
Density in On-Ramp Influence Area, DR	23.7	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	600	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5166	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2952	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	4159	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.529	
Average Speed in Ramp Influence Area, SR	57.5	mi/h
Average Flow in Outer Lanes, vOA	2214	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	68.8	mi/h
Average Speed for On-Ramp Junction, S	61.0	mi/h
Density Across All Lanes, D	34.8	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP PM Peak
Project Description	Harvest Landing - 2030 PP PM Peak (S5)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5226	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2035
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S6 - 2030 PP PM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP PM
Project Description:	Harvest Landing - 2030 PP PM (S6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	32.0	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2616	pc/mi/ln
Average Speed in Ramp Influence Area, SR	55.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.5	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.3	mi/h
Density Across All Lanes, D	33.2	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	5226		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	125		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	5226	725	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	5.30	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0530	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.904	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	6105	844	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4745	2515	ft
Demand Volume, V	805	987	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	21.20	8.00	
Heavy Vehicle Adj., fHV	0.702	0.862	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1207	1205	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	8193.4		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3489		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	6105	7200	No
vR	844	4000	No
v12	3489	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3489		pc/h
Length of Deceleration Lane, LA	250		ft
Density in Off-Ramp Influence Area, DR	32.0		pc/mi/ln
Density in Off-Ramp Influence Area, DR	28.9		veh/mi/ln
Level of Service, LOS	D		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	6105		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3489		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.504		
Average Speed in Ramp Influence Area, SR	55.9		mi/h
Average Flow in Outer Lanes, vOA	2616		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.5		mi/h
Average Speed for Off-Ramp Junction, S	61.3		mi/h
Density Across All Lanes, D	33.2		pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP PM Peak
Project Description	Harvest Landing - 2030 PP PM Peak (S7)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4502	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1753
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.73
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S8 - 2030 PP PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2030 PP PM
Project Description:	Harvest Landing - 2030 PP PM (S8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	30.8	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2254	pc/mi/ln
Average Speed in Ramp Influence Area, SR	58.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	68.7	mi/h
Average Speed for On-Ramp (Merge) Junction, S	62.0	mi/h
Density Across All Lanes, D	34.2	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4502		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	500		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4502	987	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	3.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0300	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.943	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5260	1102	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2515	1600	ft
Demand Volume, V	725	1274	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	5.30	11.00	
Heavy Vehicle Adj., fHV	0.904	0.901	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	844	1489	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	1233.7	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	6872.4	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	3006	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	6362	7200	No
vR	1102	4000	No
vR12	4108	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1102	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3006	pc/h
Length of Acceleration Lane, LA	1000	ft
Density in On-Ramp Influence Area, DR	30.8	pc/mi/ln
Density in On-Ramp Influence Area, DR	29.0	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	1000	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5260	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3006	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	4108	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.488	
Average Speed in Ramp Influence Area, SR	58.9	mi/h
Average Flow in Outer Lanes, vOA	2254	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	68.7	mi/h
Average Speed for On-Ramp Junction, S	62.0	mi/h
Density Across All Lanes, D	34.2	pc/mi/ln

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2030 PP PM Peak
Project Description	Harvest Landing - 2030 PP PM Peak (S9)		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5488	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2137
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.89
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	36.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

**ATTACHMENT A -
HCS WORKSHEETS
General Plan 2045 With Project
Conditions (AM Peak)**

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP AM Peak
Project Description	Harvest Landing - 2045 PP AM Peak (N1)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	5431	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	2115
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.88
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	35.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2327	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2449
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.36
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	1
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N2 - 2045 PP AM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP AM
Project Description:	Harvest Landing - 2045 PP AM (N2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	31.2	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2380	pc/mi/ln
Average Speed in Ramp Influence Area, SR	52.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.4	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	58.6	mi/h
Density Across All Lanes, D	36.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	5431		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	400		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	5431	1658	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	7.80	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0780	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.865	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	6345	2018	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	1095	2725	ft
Demand Volume, V	1485	1974	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.00	4.70	
Heavy Vehicle Adj., fHV	0.962	0.914	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1626	2273	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	25574.3		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3965		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	6345	7200	No
vR	2018	4000	No
v12	3965	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3965		pc/h
Length of Deceleration Lane, LA	800		ft
Density in Off-Ramp Influence Area, DR	31.2		pc/mi/ln
Density in Off-Ramp Influence Area, DR	27.0		veh/mi/ln
Level of Service, LOS	D		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	6345		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3965		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.610		
Average Speed in Ramp Influence Area, SR	52.9		mi/h
Average Flow in Outer Lanes, vOA	2380		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.4		mi/h
Average Speed for Off-Ramp Junction, S	58.6		mi/h
Density Across All Lanes, D	36.1		pc/mi/ln

Managed Lane Analysis

Managed Lane Type			
Number of Lanes	1		ln
Free-Flow Speed	75.4		mi/h
Terrain Type	Level		
Percent Grade	-		%
Grade Length	-		mi
Demand Volume, VML	2327		veh/h
Peak Hour Factor, PHF	0.95		
Percent Total Trucks	0.00		%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2449	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	1	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/26/2025 16:22:25

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP AM Peak
Project Description	Harvest Landing - 2045 PP AM Peak (N3)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4270	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp,GP), pc/h/ln	1663
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (Et)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	67.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	24.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1830	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1926
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.07
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N4 - 2045 PP AM.xuf
Analyst:	Sina Salehipour/Jordan Mower- 2
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP AM
Project Description:	Harvest Landing - 2045 PP AM (N4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	41.6	pc/mi/ln
Level of Service, LOS	F	
Average Flow in Outer Lanes, vOA	2138	pc/mi/ln
Average Speed in Ramp Influence Area, SR	43.8	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.1	mi/h
Average Speed for On-Ramp (Merge) Junction, S	-	mi/h
Density Across All Lanes, D	-	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4270		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	225		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4270	1974	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	4.70	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0470	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.914	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4989	2273	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2725	4650	ft
Demand Volume, V	1658	1140	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	7.80	14.00	
Heavy Vehicle Adj., fHV	0.865	0.877	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	2018	1368	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	1182.1	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	8672.0	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2851	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	7262	7200	Yes
vR	2273	4000	No
vR12	5124	4600	Yes
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	2273	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2851	pc/h
Length of Acceleration Lane, LA	450	ft
Density in On-Ramp Influence Area, DR	41.6	pc/mi/ln
Density in On-Ramp Influence Area, DR	-	veh/mi/ln
Level of Service, LOS	F	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	450	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4989	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2851	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	5124	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	-	
Average Speed in Ramp Influence Area, SR	43.8	mi/h
Average Flow in Outer Lanes, vOA	2138	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.1	mi/h
Average Speed for On-Ramp Junction, S	-	mi/h
Density Across All Lanes, D	-	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1830	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1926	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	1	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/26/2025 16:39:59

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP AM Peak
Project Description	Harvest Landing - 2045 PP AM Peak (N5)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	5653	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	2201
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.92
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	37.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2423	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2551
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.41
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	1
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N6 - 2045 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP AM
Project Description:	Harvest Landing - 2045 PP AM (N6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	35.1	pc/mi/ln
Level of Service, LOS	E	
Average Flow in Outer Lanes, vOA	2700	pc/mi/ln
Average Speed in Ramp Influence Area, SR	54.6	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	60.1	mi/h
Density Across All Lanes, D	36.6	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	5653		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	150		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	5653	1140	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	14.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1400	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.901	0.877	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	6604	1368	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4650	3450	ft
Demand Volume, V	1974	1179	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	4.70	17.60	
Heavy Vehicle Adj., fHV	0.914	0.740	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	2273	1678	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	19114.9		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3904		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	6604	7200	No
vR	1368	4000	No
v12	3904	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3904		pc/h
Length of Deceleration Lane, LA	300		ft
Density in Off-Ramp Influence Area, DR	35.1		pc/mi/ln
Density in Off-Ramp Influence Area, DR	30.8		veh/mi/ln
Level of Service, LOS	E		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	6604		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3904		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.551		
Average Speed in Ramp Influence Area, SR	54.6		mi/h
Average Flow in Outer Lanes, vOA	2700		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.2		mi/h
Average Speed for Off-Ramp Junction, S	60.1		mi/h
Density Across All Lanes, D	36.6		pc/mi/ln

Managed Lane Analysis

Managed Lane Type			
Continuous Access			
Number of Lanes	1		ln
Free-Flow Speed	75.4		mi/h
Terrain Type	Level		
Percent Grade	-		%
Grade Length	-		mi
Demand Volume, VML	2423		veh/h
Peak Hour Factor, PHF	0.95		
Percent Total Trucks	0.00		%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2551	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	1	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/26/2025 16:25:41

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	GP PP AM Peak
Project Description	Harvest Landing - GP PP AM Peak (N7)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4855	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp,GP), pc/h/ln	1891
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (Et)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	29.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2081	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2191
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.21
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N8 - 2045 PP AM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP AM
Project Description:	Harvest Landing - 2045 PP AM (N8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	39.6	pc/mi/ln
Level of Service, LOS	F	
Average Flow in Outer Lanes, vOA	2431	pc/mi/ln
Average Speed in Ramp Influence Area, SR	48.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	67.7	mi/h
Average Speed for On-Ramp (Merge) Junction, S	-	mi/h
Density Across All Lanes, D	-	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	3	ln
Freeway Free-Flow Speed, FFS	75.0	mi/h
Segment Length	1500	ft
Multilane Highway or C-D Roadway?	Freeway	
Demand Volume, V	4855	veh/h
Peak Hour Factor, PHF	0.95	

Ramp Data		
Number of Ramp Lanes	2	ln
Ramp Free-Flow Speed, SFR	35.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	285	ft
Length of Second Acceleration Lane, LA2	0	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4855	1179	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	17.60	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1760	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.740	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5672	1677	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3450	4975	ft
Demand Volume, V	1140	1033	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	14.00	11.00	
Heavy Vehicle Adj., fHV	0.877	0.820	
Terrain Type	Level	Rolling	
Demand Flow Rate, v	1368	1327	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	1254.0	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	7776.5	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	3241	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	7349	7200	Yes
vR	1677	4000	No
vR12	4918	4600	Yes
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1677	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3241	pc/h
Length of Acceleration Lane, LA	570	ft
Density in On-Ramp Influence Area, DR	39.6	pc/mi/ln
Density in On-Ramp Influence Area, DR	-	veh/mi/ln
Level of Service, LOS	F	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	570	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5672	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3241	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	4918	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	-	
Average Speed in Ramp Influence Area, SR	48.1	mi/h
Average Flow in Outer Lanes, vOA	2431	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	67.7	mi/h
Average Speed for On-Ramp Junction, S	-	mi/h
Density Across All Lanes, D	-	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	2081	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2191	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	1	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 14:09:57

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP AM Peak
Project Description	Harvest Landing - 2045 PP AM Peak (N9)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	5679	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp,GP), pc/h/ln	2212
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.92
Passenger Car Equivalent (Et)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	38.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2434	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2562
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.42
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	1
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP AM Peak
Project Description	Harvest Landing - 2045 PP AM Peak (S1)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4402	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1714
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	25.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1887	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1986
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.10
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S2 - 2045 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP AM
Project Description:	Harvest Landing - 2045 PP AM (S2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	29.1	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	1915	pc/mi/ln
Average Speed in Ramp Influence Area, SR	53.8	mi/h
Average Speed in Outer Lanes of Freeway, SO	73.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	59.7	mi/h
Density Across All Lanes, D	28.7	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4402		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	160		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4402	1017	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	27.60	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2760	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.644	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5143	1662	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	5245	3365	ft
Demand Volume, V	1489	550	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	24.90	
Heavy Vehicle Adj., fHV	0.820	0.668	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1912	867	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	30363.3		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3228		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	5143	7200	No
vR	1662	4000	No
v12	3228	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3228		pc/h
Length of Deceleration Lane, LA	320		ft
Density in Off-Ramp Influence Area, DR	29.1		pc/mi/ln
Density in Off-Ramp Influence Area, DR	18.7		veh/mi/ln
Level of Service, LOS	D		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	5143		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3228		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.578		
Average Speed in Ramp Influence Area, SR	53.8		mi/h
Average Flow in Outer Lanes, vOA	1915		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	73.2		mi/h
Average Speed for Off-Ramp Junction, S	59.7		mi/h
Density Across All Lanes, D	28.7		pc/mi/ln

Managed Lane Analysis

Managed Lane Type			
Number of Lanes	1		ln
Free-Flow Speed	75.4		mi/h
Terrain Type	Level		
Percent Grade	-		%
Grade Length	-		mi
Demand Volume, VML	1887		veh/h
Peak Hour Factor, PHF	0.95		
Percent Total Trucks	0.00		%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1986	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 13:27:50

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP AM Peak
Project Description	Harvest Landing - 2045 PP AM Peak (S3)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	3690	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1437
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	20.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1582	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1665
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.92
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	75.4	Average Speed (S _{ML}), mi/h	63.9
Speed 2 (S ₂), mi/h	11.5	Density (D _{ML}), pc/mi/ln	26.1
Speed 2 (S ₃), mi/h	16.0	Level of Service (LOS)	D

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S4 - 2045 PP AM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP AM
Project Description:	Harvest Landing - 2045 PP AM (S4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	27.4	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1848	pc/mi/ln
Average Speed in Ramp Influence Area, SR	62.2	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.1	mi/h
Average Speed for On-Ramp (Merge) Junction, S	64.8	mi/h
Density Across All Lanes, D	26.6	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3690		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	300		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3690	550	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	24.90	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2490	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.668	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4311	867	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3365	4745	ft
Demand Volume, V	1017	608	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	27.60	9.00	
Heavy Vehicle Adj., fHV	0.644	0.847	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1661	755	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	802.7	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	4345.2	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2463	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5178	7200	No
vR	867	4000	No
vR12	3330	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	867	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2463	pc/h
Length of Acceleration Lane, LA	600	ft
Density in On-Ramp Influence Area, DR	27.4	pc/mi/ln
Density in On-Ramp Influence Area, DR	18.3	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	600	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4311	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2463	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3330	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.388	
Average Speed in Ramp Influence Area, SR	62.2	mi/h
Average Flow in Outer Lanes, vOA	1848	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.1	mi/h
Average Speed for On-Ramp Junction, S	64.8	mi/h
Density Across All Lanes, D	26.6	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1582	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1665	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	75.4	mi/h
Speed 2, S2	11.5	mi/h
Speed 3, S3	16.0	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	63.9	mi/h
Density, DML	26.1	pc/mi/ln
Level of Service, LOSML	D	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 14:10:40

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP AM Peak
Project Description	Harvest Landing - 2045 PP AM Peak (S5)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4075	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1587
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.66
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	67.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	23.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1747	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1839
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.02
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S6 - 2045 PP AM.xuf
Analyst:	Sina Salehipour
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP AM
Project Description:	Harvest Landing - 2045 PP AM (S6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	25.4	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2040	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	72.7	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	62.2	mi/h
Density Across All Lanes, D	25.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4075		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	125		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4075	608	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	9.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0900	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.847	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4761	756	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4745	2515	ft
Demand Volume, V	550	395	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	24.90	8.00	
Heavy Vehicle Adj., fHV	0.668	0.862	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	867	482	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	7048.2		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	2721		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	4761	7200	No
vR	756	4000	No
v12	2721	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	2721		pc/h
Length of Deceleration Lane, LA	250		ft
Density in Off-Ramp Influence Area, DR	25.4		pc/mi/ln
Density in Off-Ramp Influence Area, DR	21.5		veh/mi/ln
Level of Service, LOS	C		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	4761		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2721		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.496		
Average Speed in Ramp Influence Area, SR	56.1		mi/h
Average Flow in Outer Lanes, vOA	2040		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	72.7		mi/h
Average Speed for Off-Ramp Junction, S	62.2		mi/h
Density Across All Lanes, D	25.5		pc/mi/ln

Managed Lane Analysis

Managed Lane Type			
Continuous Access			
Number of Lanes	1	ln	
Free-Flow Speed	75.4	mi/h	
Terrain Type	Level		
Percent Grade	-	%	
Grade Length	-	mi	
Demand Volume, VML	1747	veh/h	
Peak Hour Factor, PHF	0.95		
Percent Total Trucks	0.00	%	

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1839	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 13:28:36

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP AM Peak
Project Description	Harvest Landing - 2045 PP AM Peak (S7)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	3650	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1421
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	20.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1564	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1646
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.91
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	75.4	Average Speed (S _{ML}), mi/h	64.3
Speed 2 (S ₂), mi/h	11.1	Density (D _{ML}), pc/mi/ln	25.6
Speed 2 (S ₃), mi/h	15.5	Level of Service (LOS)	C

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S8 - 2045 PP AM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP AM
Project Description:	Harvest Landing - 2045 PP AM (S8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	21.8	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1827	pc/mi/ln
Average Speed in Ramp Influence Area, SR	64.3	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.2	mi/h
Average Speed for On-Ramp (Merge) Junction, S	66.4	mi/h
Density Across All Lanes, D	23.8	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	3650		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	500		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3650	395	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	8.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0800	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.862	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4264	482	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2515	1600	ft
Demand Volume, V	608	1170	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	9.00	2.00	
Heavy Vehicle Adj., fHV	0.847	0.980	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	755	1256	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	887.8	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	5799.7	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2437	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4746	7200	No
vR	482	4000	No
vR12	2919	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	482	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2437	pc/h
Length of Acceleration Lane, LA	1000	ft
Density in On-Ramp Influence Area, DR	21.8	pc/mi/ln
Density in On-Ramp Influence Area, DR	18.8	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	1000	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4264	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2437	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	2919	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.323	
Average Speed in Ramp Influence Area, SR	64.3	mi/h
Average Flow in Outer Lanes, vOA	1827	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.2	mi/h
Average Speed for On-Ramp Junction, S	66.4	mi/h
Density Across All Lanes, D	23.8	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1564	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1646	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	75.4	mi/h
Speed 2, S2	11.1	mi/h
Speed 3, S3	15.5	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	64.3	mi/h
Density, DML	25.6	pc/mi/ln
Level of Service, LOSML	C	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 14:11:21

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP AM Peak
Project Description	Harvest Landing - 2045 PP AM Peak (S9)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	3926	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp,GP), pc/h/ln	1529
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	68.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	22.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1683	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1772
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.98
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	75.4	Average Speed (S _{ML}), mi/h	61.1
Speed 2 (S ₂), mi/h	14.3	Density (D _{ML}), pc/mi/ln	29.0
Speed 2 (S ₃), mi/h	19.1	Level of Service (LOS)	D

**ATTACHMENT A -
HCS WORKSHEETS
General Plan 2045 With Project
Conditions (PM Peak)**

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP PM Peak
Project Description	Harvest Landing - 2045 PP PM Peak (N1)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4755	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1852
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.77
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	28.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2038	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2145
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.19
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N2 - 2045 PP PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP PM
Project Description:	Harvest Landing - 2045 PP PM (N2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	24.3	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	2381	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.0	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.4	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.7	mi/h
Density Across All Lanes, D	30.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4755		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	400		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4755	670	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	6.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0620	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.890	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5555	792	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	1095	2725	ft
Demand Volume, V	1160	751	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.00	6.40	
Heavy Vehicle Adj., fHV	0.962	0.887	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1270	892	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	9164.1	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	3174	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5555	7200	No
vR	792	4000	No
v12	3174	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3174	pc/h
Length of Deceleration Lane, LA	800	ft
Density in Off-Ramp Influence Area, DR	24.3	pc/mi/ln
Density in Off-Ramp Influence Area, DR	21.6	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5555	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3174	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.499	
Average Speed in Ramp Influence Area, SR	56.0	mi/h
Average Flow in Outer Lanes, vOA	2381	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.4	mi/h
Average Speed for Off-Ramp Junction, S	61.7	mi/h
Density Across All Lanes, D	30.0	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Demand Volume, VML	2038	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2145	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/26/2025 17:15:04

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP PM Peak
Project Description	Harvest Landing - 2045 PP PM Peak (N3)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4286	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp,GP), pc/h/ln	1669
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	24.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1837	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1934
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.07
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N4 - 2045 PP PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP PM
Project Description:	Harvest Landing - 2045 PP PM (N4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	30.8	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2146	pc/mi/ln
Average Speed in Ramp Influence Area, SR	60.5	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.1	mi/h
Average Speed for On-Ramp (Merge) Junction, S	63.4	mi/h
Density Across All Lanes, D	30.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4286		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	225		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4286	751	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	0.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0000	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	1.000	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5007	791	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2725	4650	ft
Demand Volume, V	670	617	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.20	20.20	
Heavy Vehicle Adj., fHV	0.890	0.832	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	793	781	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	868.8	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	4948.8	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2861	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5798	7200	No
vR	791	4000	No
vR12	3652	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	791	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2861	pc/h
Length of Acceleration Lane, LA	450	ft
Density in On-Ramp Influence Area, DR	30.8	pc/mi/ln
Density in On-Ramp Influence Area, DR	30.8	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	450	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5007	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2861	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3652	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.440	
Average Speed in Ramp Influence Area, SR	60.5	mi/h
Average Flow in Outer Lanes, vOA	2146	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.1	mi/h
Average Speed for On-Ramp Junction, S	63.4	mi/h
Density Across All Lanes, D	30.5	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1837	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1934	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/26/2025 17:28:46

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP PM Peak
Project Description	Harvest Landing - 2045 PP PM Peak (N5)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4812	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1874
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.78
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	29.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2062	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2171
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.20
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	N6 - 2045 PP PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP PM
Project Description:	Harvest Landing - 2045 PP PM (N6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	29.2	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2409	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.3	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	61.7	mi/h
Density Across All Lanes, D	30.4	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4812		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	150		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4812	617	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	20.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2020	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.901	0.832	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5622	781	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4650	3450	ft
Demand Volume, V	751	671	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	6.40	23.40	
Heavy Vehicle Adj., fHV	0.887	0.681	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	892	1037	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	6326.5	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	3213	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5622	7200	No
vR	781	4000	No
v12	3213	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3213	pc/h
Length of Deceleration Lane, LA	300	ft
Density in Off-Ramp Influence Area, DR	29.2	pc/mi/ln
Density in Off-Ramp Influence Area, DR	24.3	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5622	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3213	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.498	
Average Speed in Ramp Influence Area, SR	56.1	mi/h
Average Flow in Outer Lanes, vOA	2409	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.3	mi/h
Average Speed for Off-Ramp Junction, S	61.7	mi/h
Density Across All Lanes, D	30.4	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Demand Volume, VML	2062	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2171	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/26/2025 17:19:52

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP PM Peak
Project Description	Harvest Landing - 2045 PP PM Peak (N7)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4380	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp,GP), pc/h/ln	1706
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (Et)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	25.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1877	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1976
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.10
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	N8 - 2045 PP PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP PM
Project Description:	Harvest Landing - 2045 PP PM (N8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	32.4	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2193	pc/mi/ln
Average Speed in Ramp Influence Area, SR	59.0	mi/h
Average Speed in Outer Lanes of Freeway, SO	68.9	mi/h
Average Speed for On-Ramp (Merge) Junction, S	62.2	mi/h
Density Across All Lanes, D	33.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4380		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	285		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4380	671	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	23.40	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2340	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.681	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5117	1037	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3450	4975	ft
Demand Volume, V	617	986	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	20.20	11.00	
Heavy Vehicle Adj., fHV	0.832	0.820	
Terrain Type	Level	Rolling	
Demand Flow Rate, v	781	1266	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	998.2	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	7422.7	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2924	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	6154	7200	No
vR	1037	4000	No
vR12	3961	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1037	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2924	pc/h
Length of Acceleration Lane, LA	570	ft
Density in On-Ramp Influence Area, DR	32.4	pc/mi/ln
Density in On-Ramp Influence Area, DR	22.1	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	570	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5117	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2924	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3961	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.486	
Average Speed in Ramp Influence Area, SR	59.0	mi/h
Average Flow in Outer Lanes, vOA	2193	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	68.9	mi/h
Average Speed for On-Ramp Junction, S	62.2	mi/h
Density Across All Lanes, D	33.0	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1877	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1976	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 14:12:37

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP PM Peak
Project Description	Harvest Landing - 2045 PP PM Peak (N9)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4850	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1889
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	29.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2078	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2187
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.21
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP PM Peak
Project Description	Harvest Landing - 2045 PP PM Peak (S1)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	5241	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp,GP), pc/h/ln	2041
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	33.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2246	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2364
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.31
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S2 - 2045 PP PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP PM
Project Description:	Harvest Landing - 2045 PP PM (S2)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	33.0	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2450	pc/mi/ln
Average Speed in Ramp Influence Area, SR	53.8	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.1	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	59.6	mi/h
Density Across All Lanes, D	34.2	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	5241		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	160		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	5241	1270	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	12.40	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.1240	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.801	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	6123	1669	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	5245	3365	ft
Demand Volume, V	1124	908	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	21.20	
Heavy Vehicle Adj., fHV	0.820	0.702	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1443	1361	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps			
Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	16984.8		ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-		ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450		
Flow Rate in Lanes 1 and 2, v12	3673		pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks			
	Actual	Maximum	Violation?
vF	6123	7200	No
vR	1669	4000	No
v12	3673	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3673		pc/h
Length of Deceleration Lane, LA	320		ft
Density in Off-Ramp Influence Area, DR	33.0		pc/mi/ln
Density in Off-Ramp Influence Area, DR	26.4		veh/mi/ln
Level of Service, LOS	D		

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0		mi/h
Ramp Free-Flow Speed, SFR	35.0		mi/h
Driver Population	All Familiar		
Driver Population SAF	1.000		
Weather Type	Non-Severe Weather		
Weather Type SAF	1.000		
Final Speed Adjustment Factor, SAF	1.000		
Demand Flow Rate on Freeway, vF	6123		pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3673		pc/h
Number of Outer Lanes on Freeway, NO	1		ln
Speed Index for Off-Ramp, DS	0.578		
Average Speed in Ramp Influence Area, SR	53.8		mi/h
Average Flow in Outer Lanes, vOA	2450		pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.1		mi/h
Average Speed for Off-Ramp Junction, S	59.6		mi/h
Density Across All Lanes, D	34.2		pc/mi/ln

Managed Lane Analysis

Managed Lane Type			
Number of Lanes	1		ln
Free-Flow Speed	75.4		mi/h
Terrain Type	Level		
Percent Grade	-		%
Grade Length	-		mi
Demand Volume, VML	2246		veh/h
Peak Hour Factor, PHF	0.95		
Percent Total Trucks	0.00		%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2364	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 13:29:42

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP PM Peak
Project Description	Harvest Landing - 2045 PP PM Peak (S3)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4353	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp,GP), pc/h/ln	1695
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (Et)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	66.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	25.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1865	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1963
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.09
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S4 - 2045 PP PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP PM
Project Description:	Harvest Landing - 2045 PP PM (S4)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	34.4	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2180	pc/mi/ln
Average Speed in Ramp Influence Area, SR	56.6	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.0	mi/h
Average Speed for On-Ramp (Merge) Junction, S	60.3	mi/h
Density Across All Lanes, D	35.6	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4353		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	300		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4353	908	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	21.20	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.2120	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.702	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5086	1362	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	3365	4745	ft
Demand Volume, V	1270	1190	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	12.40	5.30	
Heavy Vehicle Adj., fHV	0.801	0.904	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1668	1385	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	1074.5	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	7971.3	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2906	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	6448	7200	No
vR	1362	4000	No
vR12	4268	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1362	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2906	pc/h
Length of Acceleration Lane, LA	600	ft
Density in On-Ramp Influence Area, DR	34.4	pc/mi/ln
Density in On-Ramp Influence Area, DR	24.1	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	600	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5086	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2906	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	4268	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.557	
Average Speed in Ramp Influence Area, SR	56.6	mi/h
Average Flow in Outer Lanes, vOA	2180	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.0	mi/h
Average Speed for On-Ramp Junction, S	60.3	mi/h
Density Across All Lanes, D	35.6	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1865	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1963	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	1	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 14:13:20

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP PM Peak
Project Description	Harvest Landing - 2045 PP PM Peak (S5)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4988	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.95	Flow Rate (V _{p,GP}), pc/h/ln	1942
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	30.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2138	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2251
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.25
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Diverge Text Report

FREEWAY DIVERGE ANALYSIS

File Name:	S6 - 2045 PP PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP PM
Project Description:	Harvest Landing - 2045 PP PM (S6)
Units:	U.S. Customary

LOS and Performance Measures

Density in Off-Ramp (Diverge) Influence Area, DR	31.1	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2443	pc/mi/ln
Average Speed in Ramp Influence Area, SR	54.5	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.2	mi/h
Average Speed for Off-Ramp (Diverge) Junction, S	60.4	mi/h
Density Across All Lanes, D	32.2	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	70.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4988		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Deceleration Lane, LD or LD1	125		ft
Length of Second Deceleration Lane, LD2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4988	1190	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	5.30	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0530	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.904	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	5827	1386	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Merge	Merge	
Distance to Ramp, LUP/LDOWN	4745	2515	ft
Demand Volume, V	908	1373	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	21.20	3.00	
Heavy Vehicle Adj., fHV	0.702	0.943	
Terrain Type	Rolling	Rolling	
Demand Flow Rate, v	1361	1532	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for Off-Ramps

Adjacent Upstream On-Ramp Equilibrium Distance, LEQ	13653.5	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFD	0.450	
Flow Rate in Lanes 1 and 2, v12	3384	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vF	5827	7200	No
vR	1386	4000	No
v12	3384	4400	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate in Lanes 1 and 2, v12	3384	pc/h
Length of Deceleration Lane, LA	250	ft
Density in Off-Ramp Influence Area, DR	31.1	pc/mi/ln
Density in Off-Ramp Influence Area, DR	28.1	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	70.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	5827	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	3384	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for Off-Ramp, DS	0.553	
Average Speed in Ramp Influence Area, SR	54.5	mi/h
Average Flow in Outer Lanes, vOA	2443	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.2	mi/h
Average Speed for Off-Ramp Junction, S	60.4	mi/h
Density Across All Lanes, D	32.2	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi
Demand Volume, VML	2138	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%

Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	2251	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	0	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Diverge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 13:32:08

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP PM Peak
Project Description	Harvest Landing - 2045 PP PM Peak (S7)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	4155	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp,GP), pc/h/ln	1618
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	67.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	24.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	1781	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	1875
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.04
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F

HCS7 Freeway Merge Text Report

FREEWAY MERGE ANALYSIS

File Name:	S8 - 2045 PP PM.xuf
Analyst:	Sina Salehipour/Jordan Mower
Agency:	EPD Solutions, Inc
Jurisdiction:	Caltrans - District 8
Date:	9/19/2025
Analysis Year:	2025
Time Period Analyzed:	2045 PP PM
Project Description:	Harvest Landing - 2045 PP PM (S8)
Units:	U.S. Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	32.2	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	2080	pc/mi/ln
Average Speed in Ramp Influence Area, SR	57.2	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.3	mi/h
Average Speed for On-Ramp (Merge) Junction, S	60.6	mi/h
Density Across All Lanes, D	35.1	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data			
Number of Freeway Lanes	3		ln
Freeway Free-Flow Speed, FFS	75.0		mi/h
Segment Length	1500		ft
Multilane Highway or C-D Roadway?	Freeway		
Demand Volume, V	4155		veh/h
Peak Hour Factor, PHF	0.95		

Ramp Data			
Number of Ramp Lanes	2		ln
Ramp Free-Flow Speed, SFR	35.0		mi/h
Ramp Side	Right		
Length of First Acceleration Lane, LA or LA1	500		ft
Length of Second Acceleration Lane, LA2	0		ft

Junction Components	Freeway	Ramp	
Demand Volume, V	4155	1373	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	11.00	3.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.1100	0.0300	
Heavy Vehicle PCE, ET	2.000	3.000	
Heavy Vehicle Adj., fHV	0.901	0.943	
Terrain Type	Level	Rolling	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4854	1533	pc/h

Adjacent Ramps	Upstream	Downstream	
Segment Type	Diverge	Diverge	
Distance to Ramp, LUP/LDOWN	2515	1600	ft
Demand Volume, V	1190	1626	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	5.30	2.00	
Heavy Vehicle Adj., fHV	0.904	0.980	
Terrain Type	Rolling	Level	
Demand Flow Rate, v	1385	1746	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps

Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	1239.0	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	8060.1	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.555	
Flow Rate in Lanes 1 and 2, v12	2774	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	6387	7200	No
vR	1533	4000	No
vR12	4307	4600	No
	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	4000	pc/h
Driver Population	All Familiar	All Familiar	
Driver Population CAF	1.000	1.000	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	1.000	1.000	
Adjusted Capacity, cmda	7200	4000	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1533	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2774	pc/h
Length of Acceleration Lane, LA	1000	ft
Density in On-Ramp Influence Area, DR	32.2	pc/mi/ln
Density in On-Ramp Influence Area, DR	30.4	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	35.0	mi/h
Length of Acceleration Lane, LA	1000	ft
Driver Population	All Familiar	
Driver Population SAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Demand Flow Rate on Freeway, vF	4854	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2774	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	4307	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.540	
Average Speed in Ramp Influence Area, SR	57.2	mi/h
Average Flow in Outer Lanes, vOA	2080	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.3	mi/h
Average Speed for On-Ramp Junction, S	60.6	mi/h
Density Across All Lanes, D	35.1	pc/mi/ln

Managed Lane Analysis

Managed Lane Type	Continuous Access	
Number of Lanes	1	ln
Free-Flow Speed	75.4	mi/h
Terrain Type	Level	
Percent Grade	-	%
Grade Length	-	mi

Demand Volume, VML	1781	veh/h
Peak Hour Factor, PHF	0.95	
Percent Total Trucks	0.00	%
Percent Single-Unit Trucks, SUT	-	%
Percent Tractor-Trailers, TT	-	%
Proportion of Total Trucks, PT	0.0000	
Heavy Vehicle PCE, ET	2.000	
Heavy Vehicle Adjustment Factor, fHV	1.000	
Demand Flow Rate, vpML	1875	pc/h/ln
Driver Population	All Familiar	
Driver Population SAF	1.000	
Driver Population CAF	1.000	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Weather Type CAF	1.000	
Final Speed Adjustment Factor, SAF	1.000	
Final Capacity Adjustment Factor, CAF	1.000	
Adjusted Free-Flow Speed	75.4	mi/h
Adjusted Capacity	1804	pc/mi/ln
Breakpoint, BPML	501	pc/mi/ln
Speed 1, S1	-	mi/h
Speed 2, S2	-	mi/h
Speed 3, S3	-	mi/h
Indicator Variable, Ic	1	
Space-Mean Speed, SML	-	mi/h
Density, DML	-	pc/mi/ln
Level of Service, LOSML	F	

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.5 on 9/29/2025 14:14:18

HCS7 Basic Freeway Report

Project Information

Analyst	Sina Salehipour/Jordan Mower	Date	9/19/2025
Agency	EPD Solutions, Inc	Analysis Year	2025
Jurisdiction	Caltrans - District 8	Time Period Analyzed	2045 PP PM Peak
Project Description	Harvest Landing - 2045 PP PM Peak (S9)		

General Purpose Geometric Data

Number of General Purpose Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

General Purpose Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

General Purpose Demand and Capacity

Demand Volume veh/h	5116	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp,GP), pc/h/ln	1992
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2392
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2392
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.83
Passenger Car Equivalent (Et)	2.000		

General Purpose Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (DGP), pc/mi/ln	32.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	69.2		

Managed Lane Geometric Data

Managed Lane Type	Continuous Access	Free-Flow Speed (FFS), mi/h	75.4
Number of Managed Lanes, In	1	Terrain Type	Level
Managed Lane Length, ft	5280	Percent Grade, %	-

Managed Lane Adjustment Factors

Driver Population	All Familiar	Driver Population CAF	1.000
Weather Type	Non-Severe Weather	Weather Type CAF	1.000
Driver Population SAF	1.000	Final Speed Adjustment Factor (SAF)	1.000

Weather Type SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Demand Adjustment Factor (DAF)	1.000		
Managed Lane Demand and Capacity			
Volume (V _{ML}), veh/h	2193	Heavy Vehicle Adjustment Factor (f _{HV})	1.000
Peak Hour Factor	0.95	Flow Rate (V _{p,ML}), pc/h/ln	2308
Total Trucks, %	0.00	Capacity (c), pc/h/ln	1804
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (C _{adj}), pc/h/ln	1804
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.28
Passenger Car Equivalent (E _T)	2.000		
Managed Lane Speed and Density			
Breakpoint (BP _{ML})	501	Indicator Variable	0
Speed 1 (S ₁), mi/h	-	Average Speed (S _{ML}), mi/h	-
Speed 2 (S ₂), mi/h	-	Density (D _{ML}), pc/mi/ln	-
Speed 2 (S ₃), mi/h	-	Level of Service (LOS)	F