MASTER TRAFFIC IMPACT STUDY

Sunstone

City of Las Vegas, Nevada

Project Number: LEN1813.000

Master Traffic Impact Study Update for the Skye Canyon Master Planned Community (CLV T64480)
Master Traffic Impact Study Update for the Skye Canyon Master Planned Community (CLV T59168)

January 2019

APN:
125-06-101-001, 125-06-501-001, 125-06-301-002, 125-06-399-002, 125-06-399-003, 125-06-701-001, 125-06-499-005, 125-06-401-006, 125-07-101-004, 125-07-501-005, 125-07-602-001, and a portion of 125-07-602-005

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SECTION 1. EXECUTIVE SUMMARY

Slater Hanifan Group, a Westwood team (SHG), has been retained by Lennar Homes to prepare a Master Traffic Impact Study (MTIS) for Sunstone. The Sunstone project includes 2,400 single family residential dwelling units, 1,000 adult active living dwelling units, and 87,600 square feet of commercial land usage. The project is proposed for development on approximately 352 acres on APNs 125-06-101-001, 125-06-501-001, 125-06-301-002, 125-06-399-002, 125-06-399-003,125-06-701-001, 125-06-499-005, 125-06-401-006, 125-07-101-004, 125-07-501-005, 125-07-602-001, and a portion of 125-07-602-005 in the City of Las Vegas. Full Buildout and occupancy of this project is expected to occur in the year 2030. This MTIS intends to quantify potential impacts of the current development plan on the existing and planned roadway infrastructure and develop recommendations for mitigating the identified impacts.

Sunstone was previously a part of the Skye Canyon Master Planned Community. The Skye Canyon Master Planned Community included development areas on the east and west sides of US95. The Skye Canyon Master Planned Community was recently bifurcated along the US 95 corridor into two distinct and separate master planned communities due to changes in ownership. Sunstone comprises the former Skye Canyon Master Planned Community development areas east of US 95. Sunstone is being developed independently from the Skye Canyon Master Planned Community and this MTIS is intended to serve as a stand-alone document that includes applicable elements from the previously approved 2016 Master Traffic Impact Study Update for the Skye Canyon Master Planned Community by Slater Hanifan Group (CLV T64480).

The City of Las Vegas (CLV) provided a scope for this Traffic Impact Analysis dated August 1, 2018 that specifies the requirements for this update. The Nevada Department of Transportation (NDOT) also provided a scope for this update on November 19, 2018.

The street network for the proposed Sunstone project has changed from the street network depicted in the land use plan for the 2016 Master Traffic Impact Study Update for the Skye Canyon Master Planned Community. The most notable modifications in the street network include the addition of a roundabout at the entrance of the proposed active adult community and the shift of the connector road between Moccasin Road and Log Cabin Way to the east.

This Master Traffic Impact Study Update addresses existing operating conditions and anticipated future conditions at the following thirty (30) public street intersections that either currently exist or will exist along the boundary of the proposed Sunstone development:

<u>Study Area Intersections (17)</u>

- Kyle Canyon Road and Oso Blanca Road (Intersection #1)
- Kyle Canyon Road and US 95 Southbound (Intersection #2)
- Kyle Canyon Road and US 95 Northbound (Intersection #3)
- Log Cabin Way and Skye Canyon Park Drive (Intersection #4)
- Skye Canyon Park Drive and O'Hare Road (Intersection #5)
- Skye Canyon Park Drive and Iron Mountain Road (Intersection #6)

- Skye Canyon Park Drive and Brent Lane (Intersection #7)
- Skye Canyon Park Drive and Sky Pointe Drive/Fort Apache Road (Intersection #8)
- Skye Canyon Park Drive and US 95 (Intersection #9)
- Fort Apache Road and Sky Pointe Drive/Horse Drive (Intersection #10)
- Horse Drive and El Capitan Way (Intersection #11)
- El Capitan Way and Grand Teton Drive (Intersection #12)
- Durango Drive and El Capitan Way/Farm Road (Intersection #13)
- Durango Drive and US 95 NB Ramp (Intersection #14)
- Durango Drive and US 95 SB Ramp (Intersection #15)
- Log Cabin Way and El Capitan Way (Intersection #203)
- Log Cabin Way and Durango Drive (Intersection #204)

Internal Project Intersections (13)

- Kyle Canyon Road and Sky Pointe Drive (aka CEMEX Road) (Intersection #100)
- Log Cabin Way and O'Hare Road (Intersection #101)
- Log Cabin Way and Connector Road (Intersection #102)
- Connector Road and Parcel A-C (Intersection #103)
- Connector Road and Parcel B-C (Intersection #104)
- O'Hare Road and Parcel F-G (Intersection #105)
- O'Hare Road and Local Road A (Intersection #106)
- O'Hare Road and Local Road B (Intersection #107)
- O'Hare Road and Parcel F (Intersection #108)
- O'Hare Road and Parcel D-E (Intersection #109)
- Local Road A and Parcel J West (Intersection #110)
- Local Road A and Parcel J East (Intersection #111)
- Local Road B and Parcel H and J (Intersection #112)

The proposed Sunstone development is anticipated to generate a total of 1,714 AM external peak hour trips and 2,170 PM external peak hour trips on an average weekday upon full Buildout.

The impacts from the proposed Sunstone project traffic can be mitigated with the following recommendations:

- Location of parcel access points to the street network were provided by the developer but have not been finalized. These preliminary access locations generally provide for approximately 660-feet or more separation between adjacent driveways and streets on arterial and major collector streets. Access drive spacing and construction should

conform to current City of Las Vegas standards and the specific requirements outlined in the project's development agreement. Final locations of parcel specific access points should be analyzed as part of parcel specific update studies.

- No additional right of way for added left turn lanes per USDCCA 201.1 is anticipated to be required at any of the major study intersections. No required right-of-way dedications for exclusive right turn lanes per USDCCA 201.1 are anticipated for this project.
- Exclusive right turn lanes should be considered at private access locations that are anticipated to have high right turn demands on all arterial and major collector streets. These locations should be identified once the land use densities and parcel access points have been finalized. A minimum of 150-feet storage is recommended for dedicated right turn lanes.
- All intersections are anticipated to operate with acceptable LOS in the AM and PM peak hours with the following notable exceptions:
    - **Intersection 9: Skye Canyon Park Drive and US 95 SPUI –** The overall PM peak hour intersection level of service degrades from LOS D during the Background scenario to LOS E during the Background plus Project scenario. Since the intersection is fully developed with dual left turn lanes, exclusive right turn lanes, and signal control, the City of Las Vegas should monitor this intersection as development continues and implement signal timing plan modifications that minimize overall delay.
    - **Intersection 13: Durango Drive and El Capitan Way/Farm Road –** The overall AM peak hour intersection level of service degrades from LOS E during the Background scenario to LOS F during the Background plus Project scenario. Since the interchange is fully developed with dual left turn lanes, exclusive right turn lanes, and signal control, the City of Las Vegas should monitor this intersection as development continues and implement signal timing plan modifications that minimize overall delay.
    - **Intersection 15: Durango Drive and US 95 SB Ramp –** The overall AM peak hour intersection level of service degrades from LOS D during the Background scenario to LOS F during the Background plus Project scenario. Since the interchange is fully developed with dual left turn lanes, exclusive right turn lanes, and signal control, the City of Las Vegas should monitor this intersection as development continues and implement signal timing plan modifications that minimize overall delay.
    - Some all-way and two-way stop-controlled intersections have turning movements that are anticipated to operate with long delays during the Background scenario and the Background plus Project scenario. These movements are anticipated to operate similarly to other non-signalized intersections throughout the Las Vegas Valley and traffic is expected to divert to alternate routes under periods of peak demand if wait times become excessive.

- All impacted left turn storage bays are anticipated to have adequate storage for Year 2030 Background plus Project scenarios with the following exceptions:
    - **Intersection 10 - Fort Apache Road and Sky Pointe Drive / Horse Drive: EB to NB left turn** – The anticipated queue for the left turn volumes for this movement in the Year 2030 Background condition are anticipated to exceed the existing storage length. This is also true for the Year 2030 Background plus Project scenario. The City of Las Vegas should monitor this intersection as development continues and implement a signal timing plan that reduces this left turn queue.
    - **Intersection 13 - Durango Drive and El Capitan Way/Farm Road : NB to WB left turn** – The anticipated queue for the left turn volumes for this movement in the Year 2030 Background plus Project scenario are anticipated to exceed the existing storage length. The City of Las Vegas should monitor this intersection as development continues and implement a signal timing plan that reduces this left turn queue.
- The performance of the roundabout at Intersection #101 is one important criterion to determine whether the proposed roadway network is sufficient for the combined demands of the Sunstone project and the "Golden Triangle" project.
    - Based on the PM peak hour trip generation rate for military housing, a minimum of 1,933 military housing dwelling units (equivalent to 38% of the total PM peak hour traffic) are required to generate the traffic that creates LOS D at the roundabout.
    - The proposed roadway network is anticipated to accommodate the worst-case approach queues at the roundabout and at the DDI.

- Recommended vehicle storage for parcels with gated accesses are listed in the table below:

Variable	Parcel A	Parcel C	Parcel D	Parcel E
Residential Traffic	70%	70%	70%	70%
Visitor Traffic	30%	30%	30%	30%
Peak Hour Inbound Vehicles (Total)	42	49	81	57
Peak Hour Inbound Vehicles (Resident)	29	34	57	40
Peak Hour Inbound Vehicles (Visitors)	13	15	24	17
Desired Vehicle Storage (Resident)	***50 feet***	***50 feet***	***50 feet***	***50 feet***
Desired Vehicle Storage (Visitor)	***50 feet***	***50 feet***	***50 feet***	***50 feet***
Variable	**Parcel F**	**Parcel G**	**Parcel H**	**Parcel I/J**
Residential Traffic	70%	70%	70%	70%
Visitor Traffic	30%	30%	30%	30%
Peak Hour Inbound Vehicles (Total)	46	45	125	145
Peak Hour Inbound Vehicles (Resident)	32	31	88	101
Peak Hour Inbound Vehicles (Visitors)	14	14	37	44
Desired Vehicle Storage (Resident)	***50 feet***	***50 feet***	***75 feet***	***100 feet***
Desired Vehicle Storage (Visitor)	***50 feet***	***50 feet***	***50 feet***	***50 feet***

- Recommended vehicle storage for parcels with guardhouses are listed in the table below:

Variable	Parcel B	Active Adult
Residential Traffic	70%	70%
Visitor Traffic	30%	30%
Peak Hour Inbound Vehicles (Total)	189	183
Peak Hour Inbound Vehicles (Resident)	132	128
Peak Hour Inbound Vehicles (Visitors)	57	55
Desired Vehicle Storage (Resident)	***75 feet***	***75 feet***
Desired Vehicle Storage (Visitor)	***125 feet***	***150 feet***

- There are no intersections that are likely to require future signalization within the proposed Sunstone development.

- These intersections within the proposed Sunstone development that are expected to require underground infrastructure consisting of conduit and pull boxes. These installations shall be in accordance with Clark County Area Uniform Standard Drawing 889:
    - Skye Canyon Park Drive and Log Cabin Way (#4)
    - Skye Canyon Park Drive and O'Hare Road (#5)
    - Log Cabin Way and Connector Road (#102)
- The developer should install FAST communication infrastructure along arterial and major collector streets internal and adjacent to the Sunstone development area. These improvements should include the installation of four-inch PVC conduit and P30 pull boxes. Type 200 splice vaults should also be installed at all arterial or major collector street intersections and at other locations anticipated to require signalization in the future. FAST communication infrastructure should be integrated with the traffic signal underground improvements with connections made to the future controller cabinet location.
- It is anticipated that the Regional Transportation Commission of Southern Nevada (RTC) will extend transit service into the Sunstone development at some point in the future. To accommodate future transit service, the developer should dedicate right-of-way and construct bus turnouts in accordance with the Citizen Area Transit (CAT) Bus Stop Guidelines and the Clark County Area Uniform Standard Drawing(s) 234.1 and 234.2. The following transit stops (i.e., bus turnouts or combination right turn lanes) are proposed for the Sunstone development based on conversations with RTC staff:

Anticipated Transit Corridor	Transit Stop Locations
Skye Canyon Park Drive	West Side – south of Moccasin Road
	West Side – south of Log Cabin Way
	West Side – south of O'Hare Road
Log Cabin Way	North Side – west of Skye Canyon Park Drive
	North Side – west of Connector Road
	North Side – west of Roundabout
	South Side – east of Roundabout
	South Side – east of Connector Road

- School walking routes should be reviewed as part of each parcel-specific traffic impact study to identify changes in access points and traffic control.

SECTION 2. INTRODUCTION

Slater Hanifan Group, a Westwood team (SHG), has been retained by Lennar Homes to prepare a Master Traffic Impact Study (MTIS) for Sunstone. The Sunstone project includes 2,400 single family residential dwelling units, 1,000 adult active living dwelling units, and 87,600 square feet of commercial land usage. The project is proposed for development on approximately 352 acres on APNs 125-06-101-001, 125-06-501-001, 125-06-301-002, 125-06-399-002, 125-06-399-003,125-06-701-001, 125-06-499-005, 125-06-401-006, 125-07-101-004, 125-07-501-005, 125-07-602-001, and a portion of 125-07-602-005 in the City of Las Vegas. Full Buildout and occupancy of this project is expected to occur in the year 2030. This MTIS intends to quantify potential impacts of the current development plan on the existing and planned roadway infrastructure and develop recommendations for mitigating the identified impacts.

Sunstone was previously a part of the Skye Canyon Master Planned Community. The Skye Canyon Master Planned Community included development areas on the east and west sides of US95. The Skye Canyon Master Planned Community was recently bifurcated along the US 95 corridor into two distinct and separate master planned communities due to changes in ownership. Sunstone comprises the former Skye Canyon Master Planned Community development areas east of US 95. Sunstone is being developed independently from the Skye Canyon Master Planned Community and this MTIS is intended to serve as a stand-alone document that includes applicable elements from the previously approved 2016 Master Traffic Impact Study Update for the Skye Canyon Master Planned Community by Slater Hanifan Group (CLV T64480).

The City of Las Vegas (CLV) provided a scope for this Traffic Impact Analysis dated August 1, 2018 that specifies the requirements for this update. The Nevada Department of Transportation (NDOT) also provided a scope for this update on November 19, 2018. A copy of the CLV scope and a copy of the NDOT scope are provided in **Appendix A**. Copies of the approval letters from CLV and from NDOT for CLV T64480 are included for reference in **Appendix B**.

Sunstone is generally bounded by US 95 on the west, the Moccasin Road alignment to the north and Skye Canyon Park Drive (Fort Apache Drive and Horse Drive) to the east and south. The locations of Sunstone and the Skye Canyon Master Planned Community relative to the Las Vegas Valley are shown in **Figure 1.0**. An overall land use plan illustrating the internal street network and general land use categories for Sunstone is provided in **Appendix O**.

The street network for the proposed Sunstone project has changed from the street network depicted in the land use plan for the 2016 Master Traffic Impact Study Update for the Skye Canyon Master Planned Community. The most notable modifications in the street network include the addition of a roundabout at the entrance of the proposed active adult community and the shift of the connector road between Moccasin Road and Log Cabin Way to the east.

Figure 1.0 – Vicinity Map

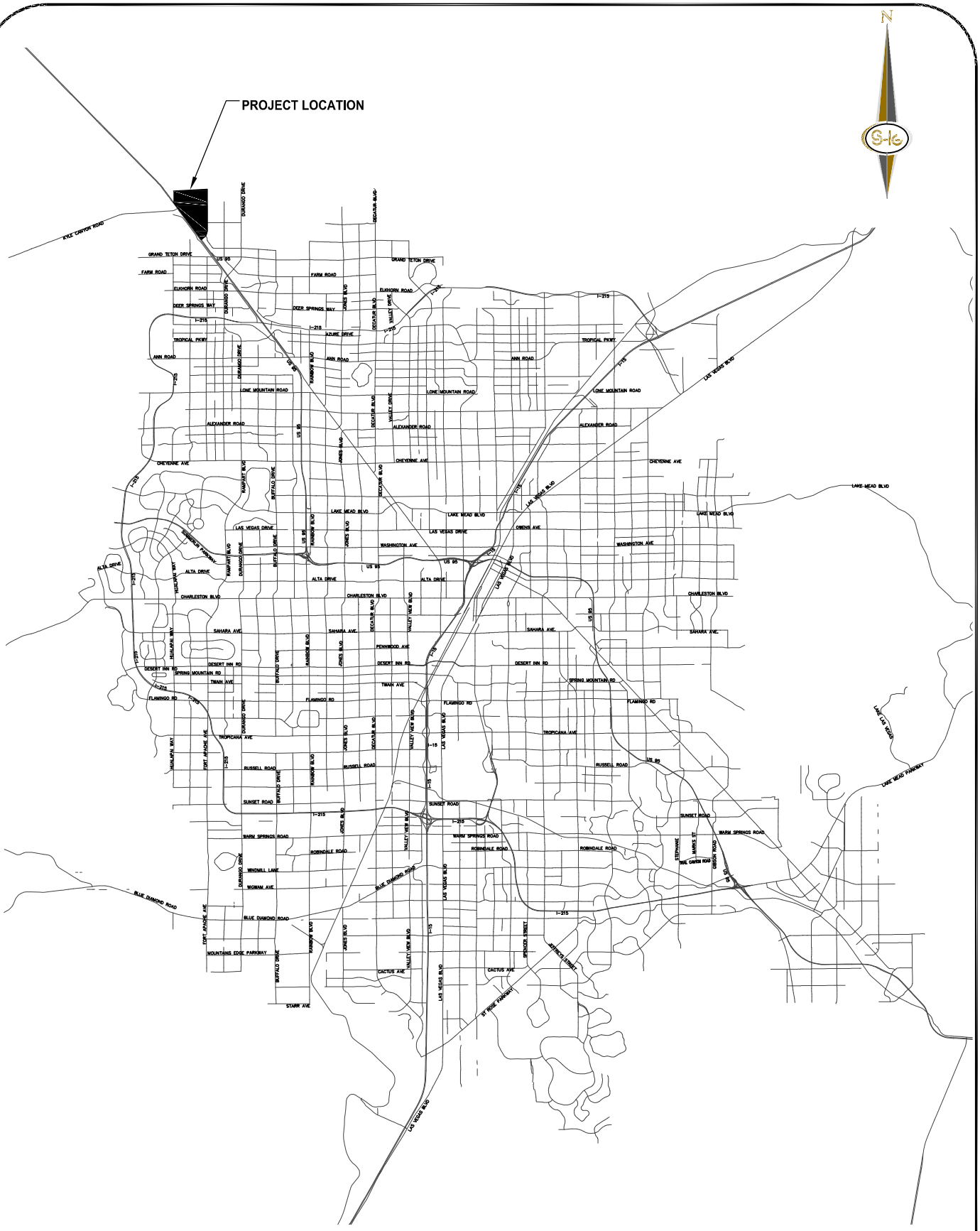


FIGURE 1.0

SUNSTONE
VICINITY MAP

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SECTION 3. EXISTING CONDITIONS

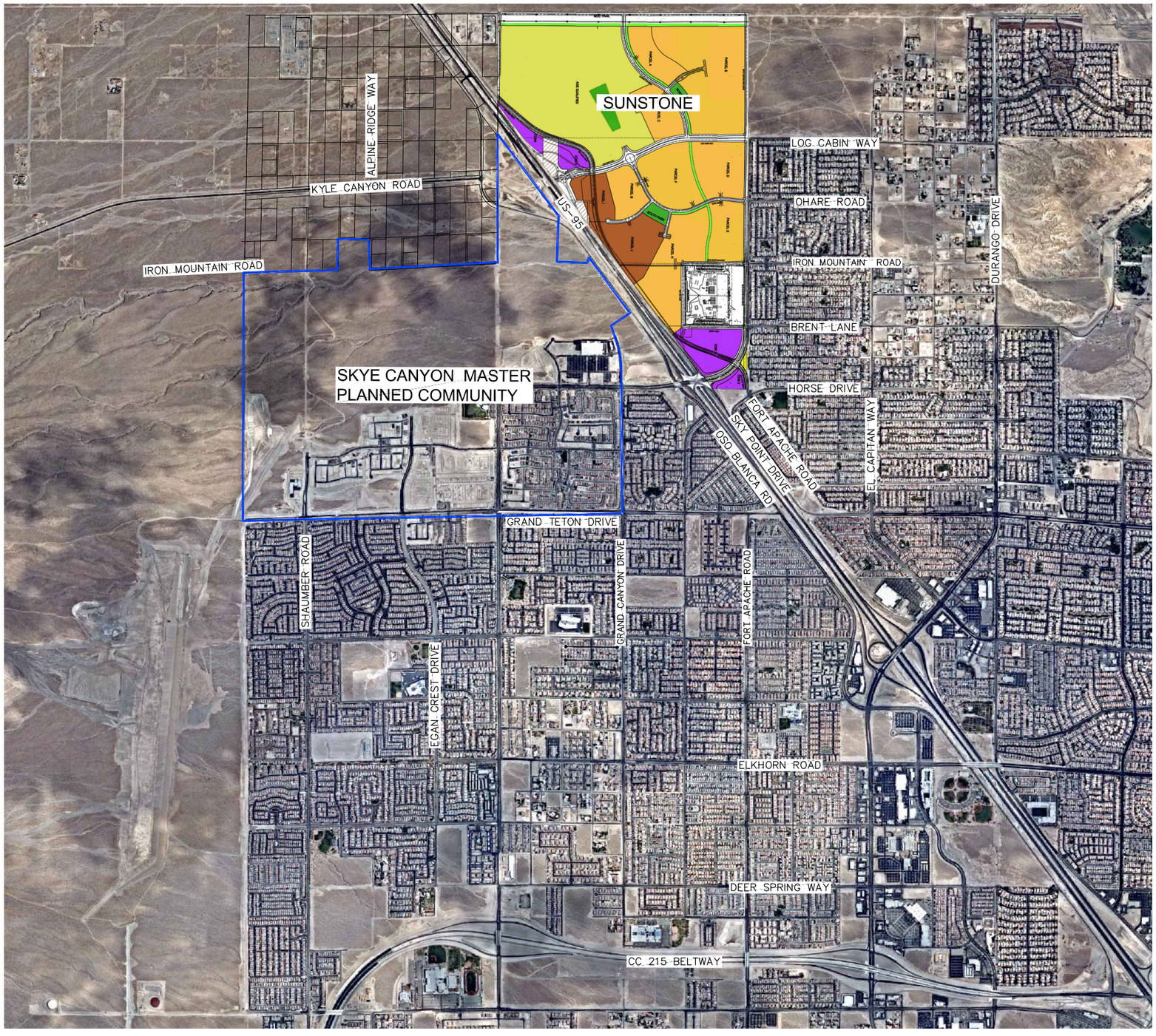
This section of the report details existing conditions in the immediate vicinity of the project site.

3.1 EXISTING LAND USE

The proposed Sunstone development area is comprised entirely of undeveloped land. The location of the Sunstone development area in relation to the surrounding roadway network and existing development is illustrated in **Figure 2.0.**

The proposed Sunstone development area is bounded by the Moccasin Road alignment and undeveloped land to the north. The eastern and southern boundary of the project is Skye Canyon Park Drive from the Moccasin Road alignment to US 95. The western boundary of the project is US 95. Two existing elementary schools, Scherkenbach and Bilbray, are located between Iron Mountain Road and Brent Lane just west of Skye Canyon Park Drive.

Figure 2.0 – Study Area



N

SUNSTONE
STUDY AREA

FIGURE 2.0

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3.2 STUDY AREA INTERSECTIONS

This MTIS addresses existing operating conditions and anticipated future conditions at the following thirty (30) public street intersections that either currently exist or will exist along or within the boundary of the proposed Sunstone development. These intersections were identified for study in the scope provided by CLV for this Traffic Impact Analysis dated August 1, 2018 (see **Appendix A**).

Study Area Intersections (17)

- Kyle Canyon Road and Oso Blanca Road (Intersection #1)
- Kyle Canyon Road and US 95 Southbound (Intersection #2)
- Kyle Canyon Road and US 95 Northbound (Intersection #3)
- Log Cabin Way and Skye Canyon Park Drive (Intersection #4)
- Skye Canyon Park Drive and O'Hare Road (Intersection #5)
- Skye Canyon Park Drive and Iron Mountain Road (Intersection #6)
- Skye Canyon Park Drive and Brent Lane (Intersection #7)
- Skye Canyon Park Drive and Sky Pointe Drive/Fort Apache Road (Intersection #8)
- Skye Canyon Park Drive and US 95 (Intersection #9)
- Fort Apache Road and Sky Pointe Drive/Horse Drive (Intersection #10)
- Horse Drive and El Capitan Way (Intersection #11)
- El Capitan Way and Grand Teton Drive (Intersection #12)
- Durango Drive and El Capitan Way/Farm Road (Intersection #13)
- Durango Drive and US 95 NB Ramp (Intersection #14)
- Durango Drive and US 95 SB Ramp (Intersection #15)
- Log Cabin Way and El Capitan Way (Intersection #203)
- Log Cabin Way and Durango Drive (Intersection #204)

Internal Project Intersections (13)

- Kyle Canyon Road and Sky Pointe Drive (aka CEMEX Road) (Intersection #100)
- Log Cabin Way and O'Hare Road (Intersection #101)
- Log Cabin Way and Connector Road (Intersection #102)
- Connector Road and Parcel A-C (Intersection #103)
- Connector Road and Parcel B-C (Intersection #104)
- O'Hare Road and Parcel F-G (Intersection #105)
- O'Hare Road and Local Road A (Intersection #106)
- O'Hare Road and Local Road B (Intersection #107)

- O'Hare Road and Parcel F (Intersection #108)
- O'Hare Road and Parcel D-E (Intersection #109)
- Local Road A and Parcel J West (Intersection #110)
- Local Road A and Parcel J East (Intersection #111)
- Local Road B and Parcel H and J (Intersection #112)

3.3 Existing Lane Configuration and Traffic Control

Figure 3.0 illustrates the reference numbers of each existing study intersection. Lane configurations and traffic control at the existing study intersections were field verified in October 2018 and are depicted in **Figure 3.1.**

3.4 Existing Turning Movements

Existing AM and PM peak hour vehicular, pedestrian, and bicycle turning movement data were collected for the intersections identified in **Section 3.2.** The date and location of each count is summarized in **Table 1**.

Table 1 – Peak Hour Turning Movement Count Dates

Intersection	Count Date
Kyle Canyon Road and Oso Blanca Road (Intersection #1)	September 19, 2018
Log Cabin Way and Skye Canyon Park Drive (Intersection #4)	September 13, 2018
Skye Canyon Park Drive and O'Hare Road (Intersection #5)	September 12, 2018
Skye Canyon Park Drive and Iron Mountain Road (Intersection #6)	September 12, 2018
Skye Canyon Park Drive and Brent Lane (Intersection #7)	September 12, 2018
Skye Canyon Park Drive and Sky Pointe Drive/Fort Apache Road (Intersection #8)	September 11, 2018
Skye Canyon Park Drive and US 95 (Intersection #9)	September 11, 2018
Fort Apache Road and Sky Pointe Drive/Horse Drive (Intersection #10)	September 11, 2018
Horse Drive and El Capitan Way (Intersection #11)	September 12, 2018
El Capitan Way and Grand Teton Drive (Intersection #12)	September 19, 2018
Durango Drive and El Capitan Way/Farm Road (Intersection #13)	September 18, 2018
Durango Drive and US 95 NB Ramp (Intersection #14)	September 18, 2018
Durango Drive and US 95 SB Ramp (Intersection #15)	November 27, 2018
Kyle Canyon Road and Sky Pointe Drive (aka CEMEX Road) (Intersection #100)	September 11, 2018
Log Cabin Way and El Capitan Way (Intersection #203)	September 13, 2018
Log Cabin Way and Durango Drive (Intersection #204)	September 13, 2018

No counts were collected at the intersections of Kyle Canyon Road and US 95 Southbound (Intersection #2) and Kyle Canyon Road and US 95 Northbound (Intersection #3) because those intersections were closed due to construction. A summary of the peak hour count data at the study intersections is provided in **Figure 3.2**. Counts were collected at the intersection of Kyle Canyon Road and Sky Pointe Drive (aka CEMEX Road) (Intersection #100); but they were not included on **Figure 3.2** because the intersection will have a different ultimate lane configuration due to the proposed vacation of Sky Pointe Drive south of Log Cabin Way. The peak hour count data sheets are provided in **Appendix C**.

3.5 STUDY AREA ROADWAYS

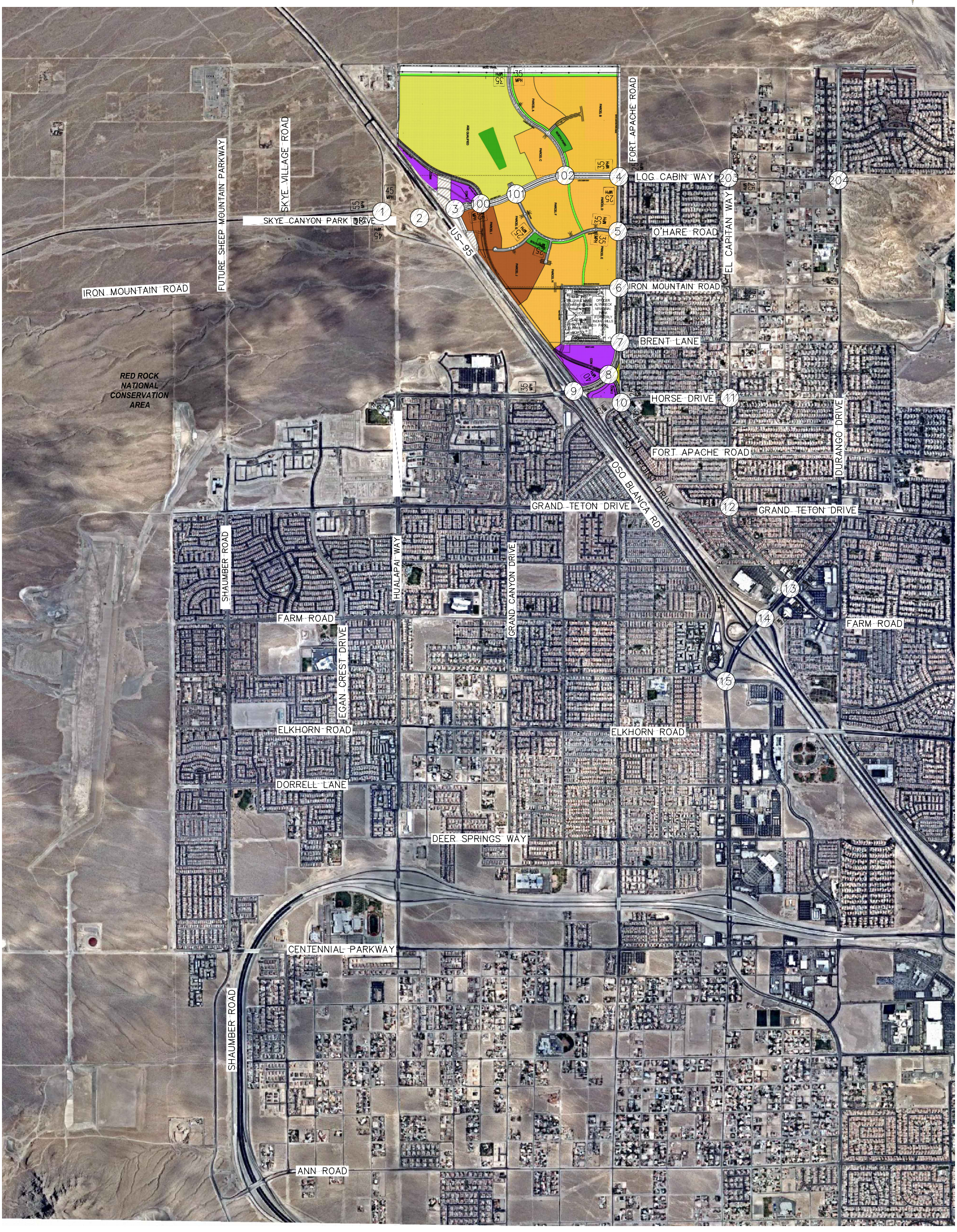
Regional access to the Sunstone project area is currently provided by US 95 and CC215. US 95 is a four-lane divided highway in the vicinity of the project and is under NDOT jurisdiction. Three interchanges with US 95 are currently located within the immediate vicinity of the project area. These include an at-grade intersection with Kyle Canyon Road (SR 157), a single point urban interchange (SPUI) with Skye Canyon Park Drive (Horse Drive) and a partial cloverleaf / trumpet interchange with Durango Drive. NDOT is currently converting the at-grade intersection at Kyle Canyon Road (SR-157) and US 95 to a diverging diamond interchange (DDI) that is anticipated to open in Fall 2019. CC215 does not provide direct access to the project site but does provide access through the arterial street network connecting to the Sunstone project.

The previously approved 2016 Master Traffic Impact Study Update for the Skye Canyon Master Planned Community contained a comparison of the conditions that existed at that time with the City of Las Vegas Planned Streets and Highways designation (see **Appendix D**) and the street sections proposed within Skye Canyon. The proposed Sunstone development plan will use street sections that are based on the street sections from the previously approved 2016 Master Traffic Impact Study Update. **Table 2** summarizes this comparison.

Table 2 – Study Area Roadways

Street Segment	City of Las Vegas Street Designation, ROW (# Thru Lanes)	Fall 2018 Existing Condition	Skye Canyon Street Designation, ROW (# Thru Lanes)
Kyle Canyon Road west of US 95	Primary Arterial 100-feet-ROW (6 Thru Lanes)	One lane of travel in each direction.	N/A
Oso Blanca Road	Major Collector 80-feet-ROW (2 Thru Lanes)	Mix of fully constructed and partially constructed segments with up to 4 lanes of thru travel.	Frontage Road 80-feet-ROW (4 Thru Lanes)
Log Cabin Way East of US 95	N/A	N/A	Arterial Street 91 feet-ROW (4 Thru Lanes with ROW dedication for 6 Thru Lanes)
Skye Canyon Park Drive East of US 95	Parkway Arterial 120-feet-ROW (6 Thru Lanes)	Mix of fully constructed and partially constructed segments with up to 6 lanes of thru travel north of US 95.	Arterial Street Varies between 91 and 96-feet-ROW (6 Thru Lanes)
O'Hare Road	N/A	N/A	Minor Collector Street 43-feet-ROW (2 Thru Lanes)
Connector Road	N/A	N/A	Major Collector Street 67-feet-ROW (4 Thru Lanes)

Figure 3.0 – 2018 Existing Intersection Reference Identifier



LEGEND

(X) STUDY INTERSECTION IDENTIFIER

XX MPH POSTED SPEED LIMIT

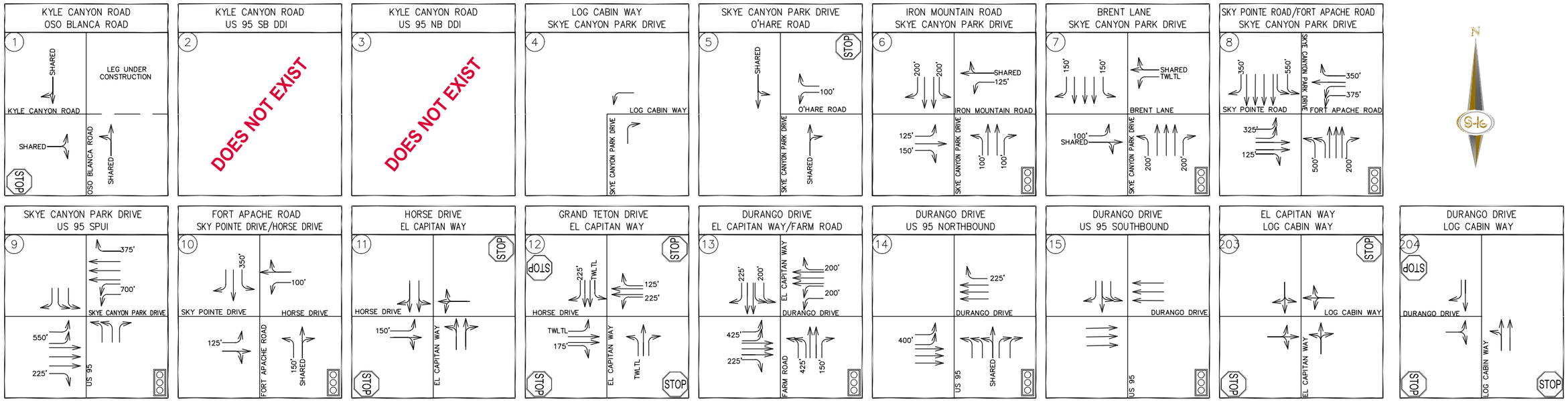
FIGURE 3.0

SUNSTONE

2018 EXISTING INTERSECTION REFERENCE IDENTIFIER

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Figure 3.1 – 2018 Existing Lane Configuration and Traffic Control



SUNSTONE

2018 EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

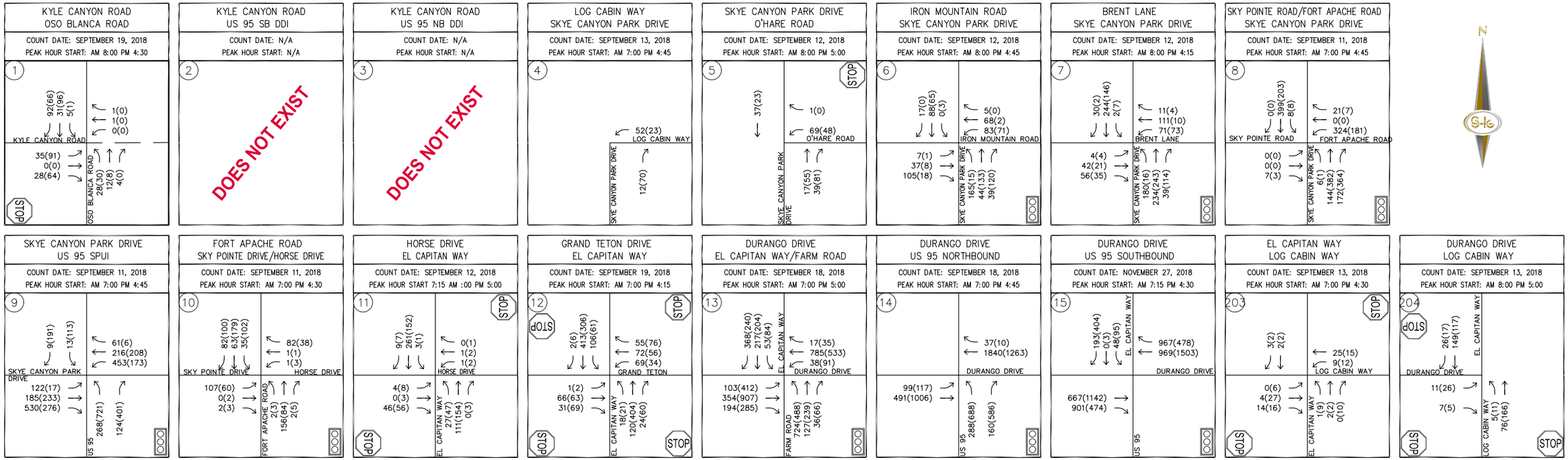
LEGEND

- (X) STUDY INTERSECTION IDENTIFIER
- XX MPH — POSTED SPEED LIMIT
- SIGNALIZED INTERSECTION
- STOP — STOP CONTROL INTERSECTION
- XXX' — STORAGE LENGTH IF NO DIMENSION TURN LANE TRANSITIONS FROM A THRU LANE OR IS CONTINUOUS
- LANE CONFIGURATION

FIGURE 3.1

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Figure 3.2 – 2018 Existing Peak Hour Turning Movement Volumes



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2018 EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES

FIGURE 3.2

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SECTION 4. FUTURE BACKGROUND CONDITIONS

This section details conditions that are expected at the time that the Sunstone development is anticipated to be completed. Full Buildout of Sunstone is anticipated around the year 2030.

4.1 REGIONAL ACCESS

Regional access to the Sunstone development area is anticipated to be provided by US 95 and CC 215.

4.2 BACKGROUND LANE CONFIGURATION AND TRAFFIC CONTROL

Figure 4.0 illustrates the reference numbers of each study intersection evaluated in the year 2030 Background scenario. **Figure 4.1** illustrates the lane configuration and traffic control expected in the Background year of 2030. The following public streets within Sunstone are assumed to be constructed in the Background condition:

- Log Cabin Way between US-95 and Skye Canyon Park Drive
- O'Hare Road between Log Cabin Way and Skye Canyon Park Drive
- Connector Road between Moccasin Road and Log Cabin Way

The Background lane configurations remain generally consistent with the existing conditions and the previously approved 2016 Master Traffic Impact Study Update for the Skye Canyon Master Planned Community.

4.3 BACKGROUND TRAFFIC VOLUMES

It is necessary to establish future baseline traffic volumes at the anticipated time of full project Buildout in 2030 along the roadways in the vicinity of the proposed Sunstone development to accurately determine the impact of project traffic. Typically, historic traffic volume data from NDOT count stations on roadways in and around the project area would be used to establish area growth rates. However, the number of NDOT count stations in the area is limited and data from these stations vary greatly. Several count stations are relatively new and do not have enough data to establish a reasonable growth trend (i.e. less than five years) and other count stations have exhibited negative long-term growth. The variability of the count station data adversely affects the credibility of this method for establishing future baseline traffic volumes.

A traffic model was constructed using PTV Vistro Version 7.00-00 Traffic Engineering Software to address these concerns. Using the Vistro model to develop the 2030 Background traffic volumes is anticipated to provide a more accurate approximation of the growth potential of the Sunstone development and surrounding areas than a traditional application of historic growth rates to convert existing volumes to 2030 conditions.

Figure 4.0 – 2030 Background Intersection Reference Number

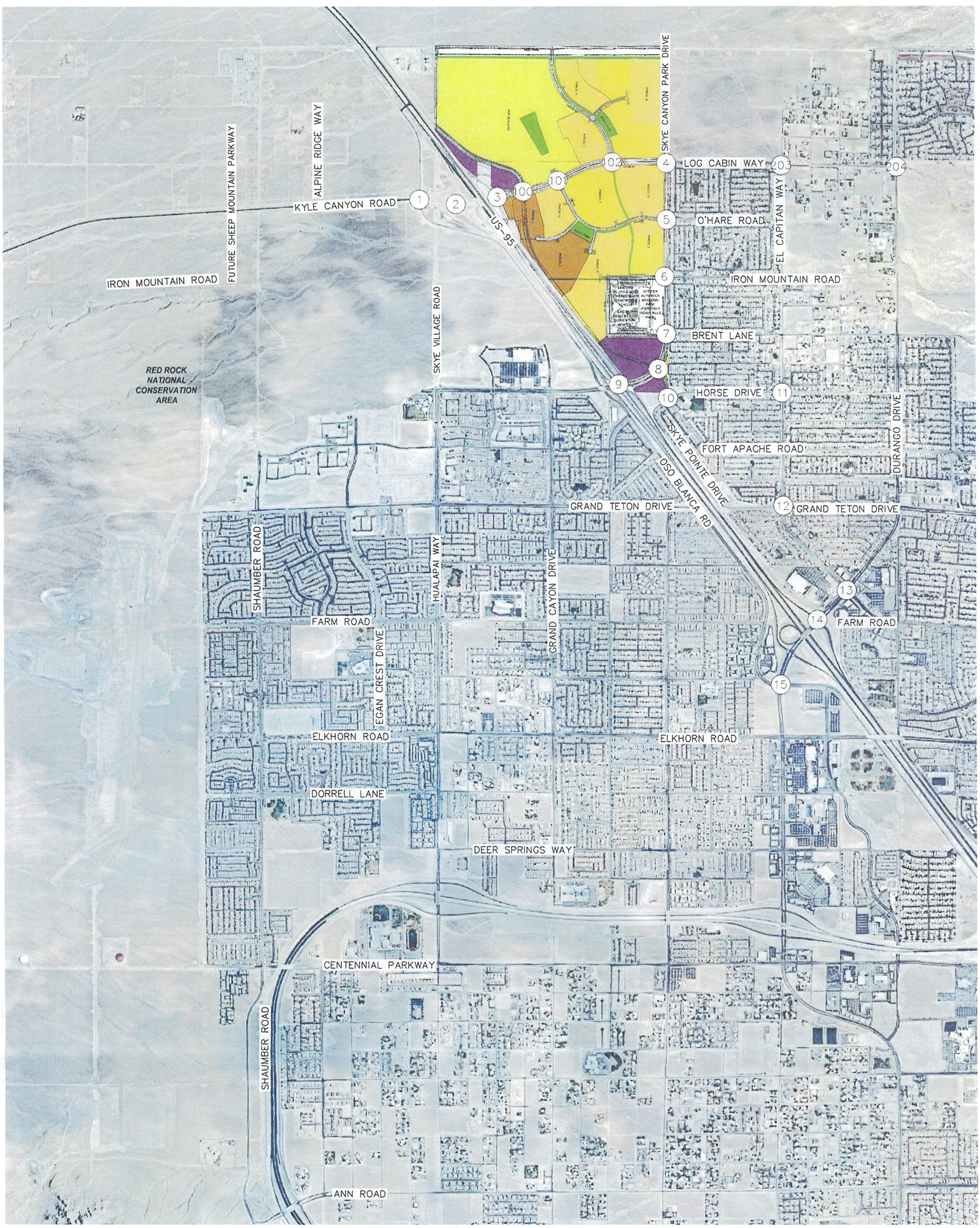
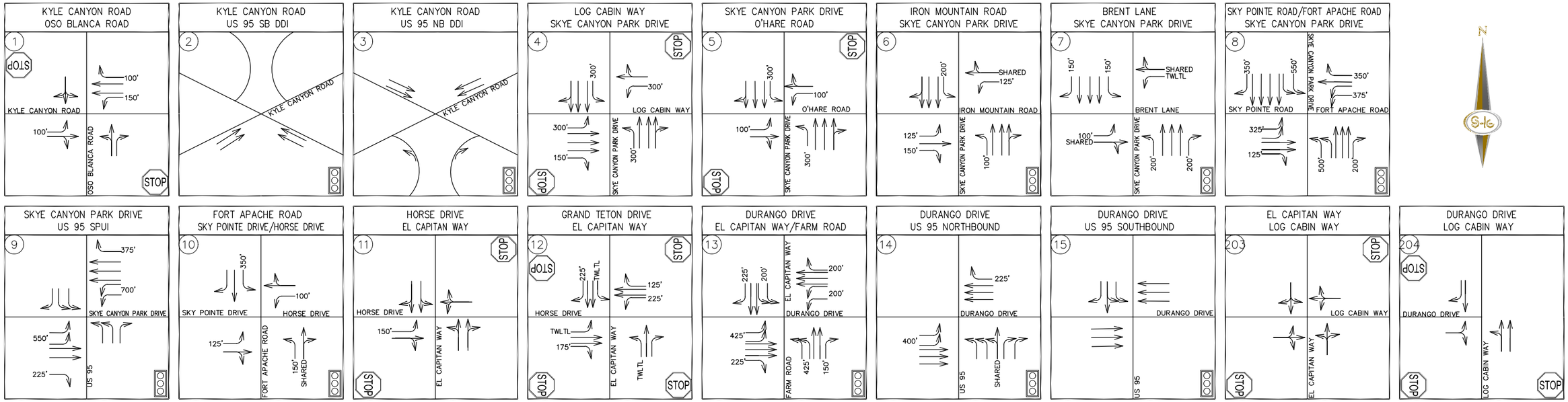


FIGURE 4.0

SUNSTONE
2030 BACKGROUND INTERSECTION REFERENCE IDENTIFIER

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Figure 4.1 – 2030 Background Lane Configuration and Traffic Control



SUNSTONE

2030 BACKGROUND LANE CONFIGURATION AND TRAFFIC CONTROL

LEGEND

- (X) STUDY INTERSECTION IDENTIFIER
- XXX' STORAGE LENGTH IF NO DIMENSION TURN LANE TRANSITIONS FROM A THRU LANE OR IS CONTINUOUS
- LANE CONFIGURATION

FIGURE 4.1

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4.3.1. Vistro Model Methodology – 2030 Background Traffic Volumes

The year 2030 Background traffic volumes at each of the study intersections were derived by combining three distinct volume components: (1) existing 2018 traffic volumes; (2) previously approved Skye Canyon West Master Planned Community traffic volumes, and (3) traffic generated from various undeveloped parcels east and west of US 95.

Peak hour turning movement volume data collected in year 2018 at each of the study intersections is the basis of the 2030 Background traffic volumes. Detailed 2018 turning movement volumes are summarized in **Appendix C** and in **Figure 3.2**. The 2018 turning movement volumes represent the impact of existing development at each of the study intersections. Instead of projecting these 2018 peak hour traffic volumes to year 2030 using historic growth rates, additional peak hour intersection turning movement volumes were generated to represent the full development impacts of the Skye Canyon Master Planned Community and other undeveloped parcels east and west of US95.

The Skye Canyon Master Planned Community was most recently analyzed in a 2016 Master Traffic Impact Study Update (CLV T64480). The Skye Canyon Master Planned Community originally included development areas on the east and west sides of US95 but was recently divided along the US 95 corridor into two distinct and separate master planned communities due to changes in ownership. Sunstone comprises the former Skye Canyon Master Planned Community development areas east of US 95. The development areas west of US95 now comprise the entirety of the Skye Canyon Master Planned Community and are in various stages of development. The peak hour traffic assignment for the development areas west of US95 from the 2016 Master Traffic Study Update were added to the 2030 Background traffic volumes at the study intersections. This methodology provides a conservative estimate of Skye Canyon Master Planned Community traffic in year 2030 because it does not discount for traffic from the developed areas of the Skye Canyon Master Planned Community that is present in the 2018 peak hour counts (see **Figure 3.2**) at the study intersections. **Figure 4.2** provides a summary of the Skye Canyon traffic assignment at the study intersections. Vistro Model Information from the 2016 Master Traffic Study Update is provided in **Appendix E**.

The final component of the year 2030 Background traffic volumes comes from peak hour turning movement volumes at each of the study intersections generated from the anticipated development of vacant parcels in the areas surrounding the Sunstone project that may impact the study intersections. These undeveloped parcels are generally located in an area of influence bounded by Shaumber Road to the west, Rainbow Boulevard to the east, Moccasin Road to the north, and Elkhorn Road to the south (see **Figure 4.3**). Undeveloped parcels located outside this area of influence are not expected to significantly impact the study intersections.

These undeveloped parcels were grouped geographically into 14 zones (10 east of US95 and 4 west of US95) in the year 2030 Background Vistro model for the purposes of distributing trips generated by the undeveloped parcels to the surrounding street network. **Figure 4.4** illustrates the location of each of the 14 zones in relation to Sunstone and the study intersections.

All undeveloped parcels within the zones are expected to be fully developed and operational by year 2030 to provide a conservative estimate of the Background traffic in the project area. The trip generation characteristics for each zone are based on the size and current zoning of each

undeveloped parcel within the zones. Trip generation for each undeveloped parcel was estimated using the average AM and PM peak hour rates published in the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual for land use codes 210 (Single-Family Detached Housing), 221 (Multifamily Housing (Mid-Rise)), 710 (General Office Building), and 820 (Shopping Center). Location information and trip generation details for each undeveloped parcel and zone is provided in **Appendix F**.

The peak hour trips generated for each undeveloped parcel were aggregated by zone and distributed through the roadway network based on current traffic patterns, proximity to regional facilities (US 95 and CC 215), and the trip distribution patterns from the 2016 Master Traffic Impact Study Update for the Skye Canyon Master Planned Community. It is anticipated that a portion of the peak hour trips generated from the zones will not leave the general study area. However, to provide a conservative estimate of impacts at the study intersections it is assumed that all of the generated trips travel to and from areas outside the general study area. Vistro provides a robust platform for distributing trips from multiple zones in a complex roadway network. The 2030 Background traffic Vistro Model utilizes multiple travel paths from each of the 14 zones to each gate within the Vistro Model. A gate is a location at the periphery of the model roadway network that acts as the origin or destination for a trip along a path between a zone and gate pair. Undeveloped parcel trips were distributed to each path based on the distance and travel time between each zone and gate pair.

The overall trip distribution pattern for zones 1-6 (see **Figure 4.5**) anticipates 3% of the trips generated from these zones will travel to and from the north via US 95 and the remaining 97% of the generated trips will travel to and from the south into the greater Las Vegas Valley via US 95. While the overall trip distribution pattern for these zones is the same, the path from each zone to these exterior gates varies based on location within the overall roadway network.

The overall trip distribution pattern for zones 7-10 (see **Figure 4.6**) anticipates 3% of the trips generated from these zones will travel to and from the north via US 95, 23% of the trips generated from these zones will travel to and from CC 215 via Jones Boulevard and Decatur Boulevard, and the remaining 74% of the generated trips will travel to and from the south into the greater Las Vegas Valley using US 95. While the overall trip distribution pattern for these zones is the same, the path from each zone to these exterior gates varies based on location within the overall roadway network.

The overall trip distribution pattern for zones 11 and 13 (see **Figure 4.7**) anticipates 3% of the trips generated from these zones will travel to and from the north via US 95, 39% of the trips generated from these zones will travel to and from CC 215 via Hualapai Way, and the remaining 58% of the generated trips will travel to and from the south into the greater Las Vegas Valley using US 95. While the overall trip distribution pattern for these zones is the same, the path from each zone to these exterior gates varies based on location within the overall roadway network.

The overall trip distribution pattern for zones 12 and 14 (see **Figure 4.8**) anticipates 3% of the trips generated from these zones will travel to and from the north via US 95, 39% of the trips generated from these zones will travel to and from CC 215 via Hualapai Way, 23% of the trips generated from these zones will travel to and from CC 215 via Jones Boulevard and Decatur Boulevard, and the remaining 35% of the generated trips will travel to and from the south into

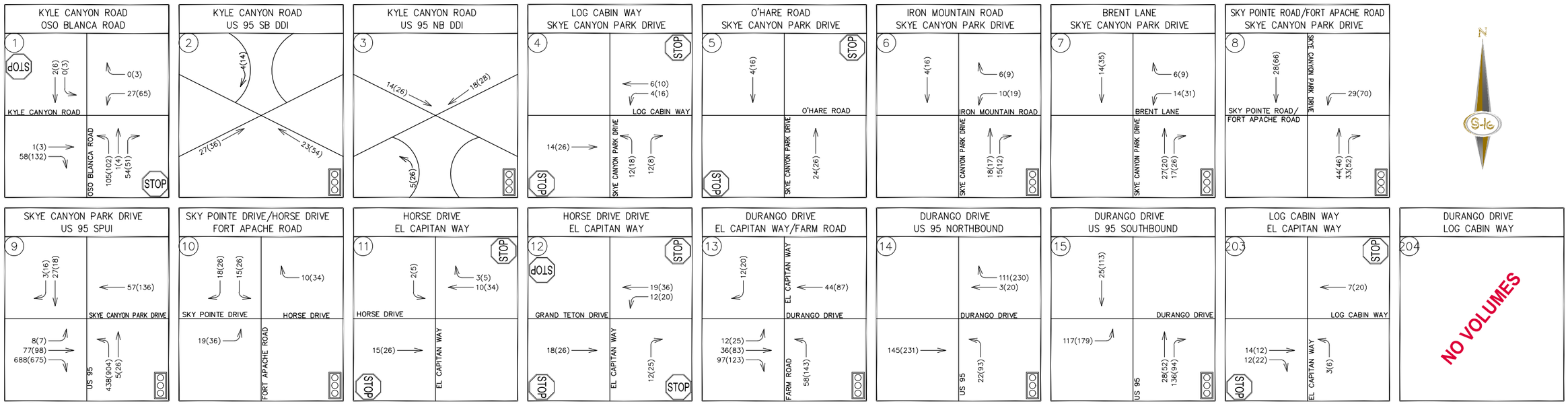
the greater Las Vegas Valley using US 95. While the overall trip distribution pattern for these zones is the same, the path from each zone to these exterior gates varies based on location within the overall roadway network.

The AM and PM peak hour trips generated for each undeveloped parcel (see **Appendix F**) were assigned to the roadway network and study intersections within the Vistro Model using the distribution patterns described above. The resulting peak hour turning movement volumes at the study intersections are summarized in **Figure 4.9**.

To provide a conservative analysis, the 2030 Background traffic model also incorporates peak hour trips between residential parcels within the Sunstone Development and the existing Bilbray and Scherkenbach elementary schools along Skye Canyon Park Drive south of the project and a potential high school located on the northeast corner of Log Cabin Way and Skye Canyon Park Drive. The trip distribution and trip assignment to and from the Bilbray and Scherkenbach elementary schools is illustrated on **Figure 4.10**. The trip distribution and trip assignment to and from the potential high school is illustrated on **Figure 4.11**. These school trips are not offset by a reduction in the trips generated for the Sunstone project (see **Table 4**) or a reduction in the 2030 total traffic volumes. Detailed trip generation, distribution, and assignment information is included in **Appendix F**.

The resulting total year 2030 Background traffic volumes at the study intersections are illustrated in **Figure 4.12**.

Figure 4.2 – 2030 Background Traffic - Skye Canyon Master Planned Community



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2027 BACKGROUND TRAFFIC ASSIGNMENT (based on CLV T64480 External)

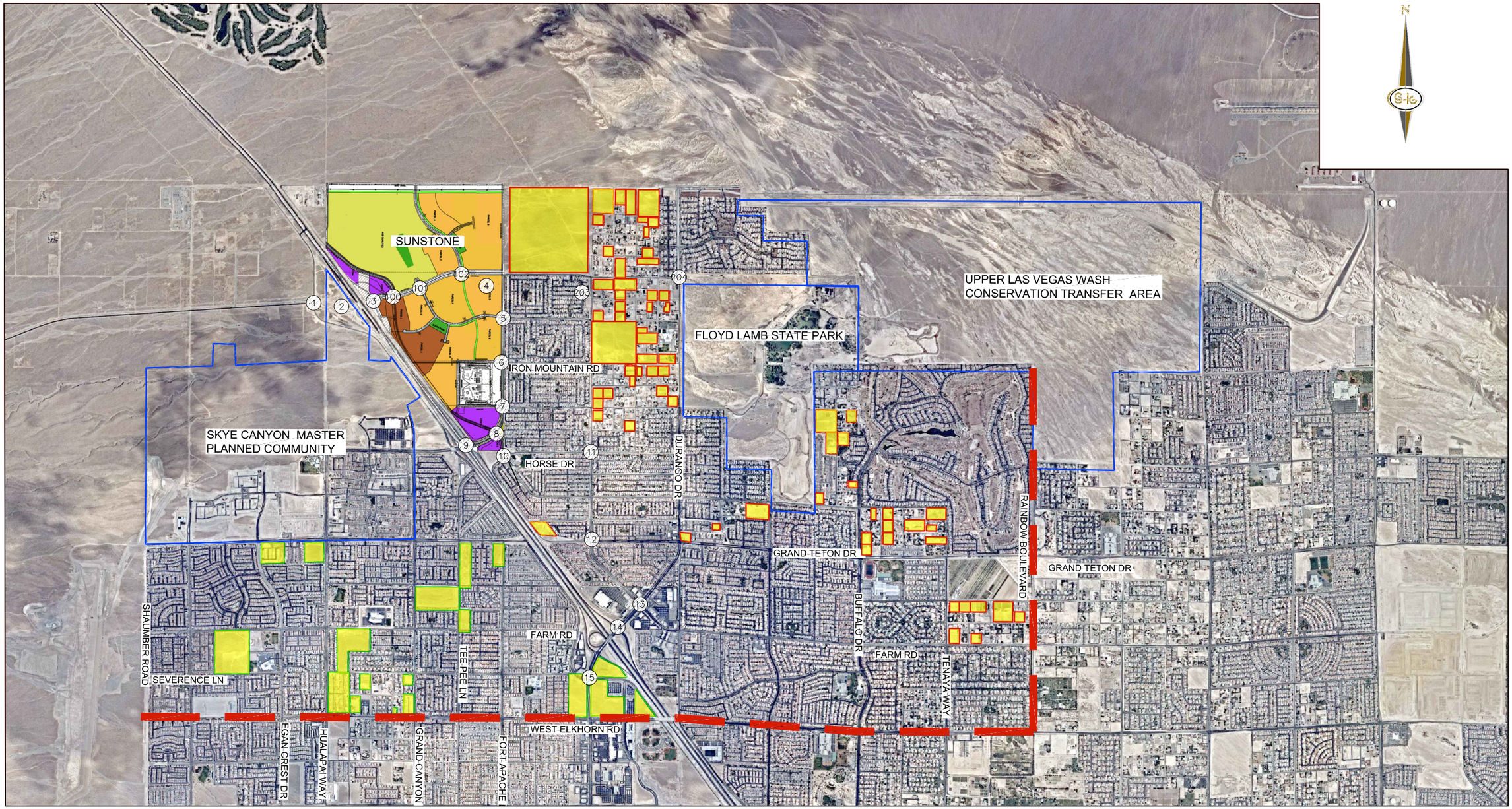
LEGEND

(1)	STUDY INTERSECTION IDENTIFIER
XXX'	STORAGE LENGTH IF NO DIMENSION TURN LANE TRANSITIONS FROM A THRU LANE OR IS CONTINUOUS
	LANE CONFIGURATION

FIGURE 4.2

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Figure 4.3 – 2030 Background Traffic – Undeveloped Parcels



LEGEND

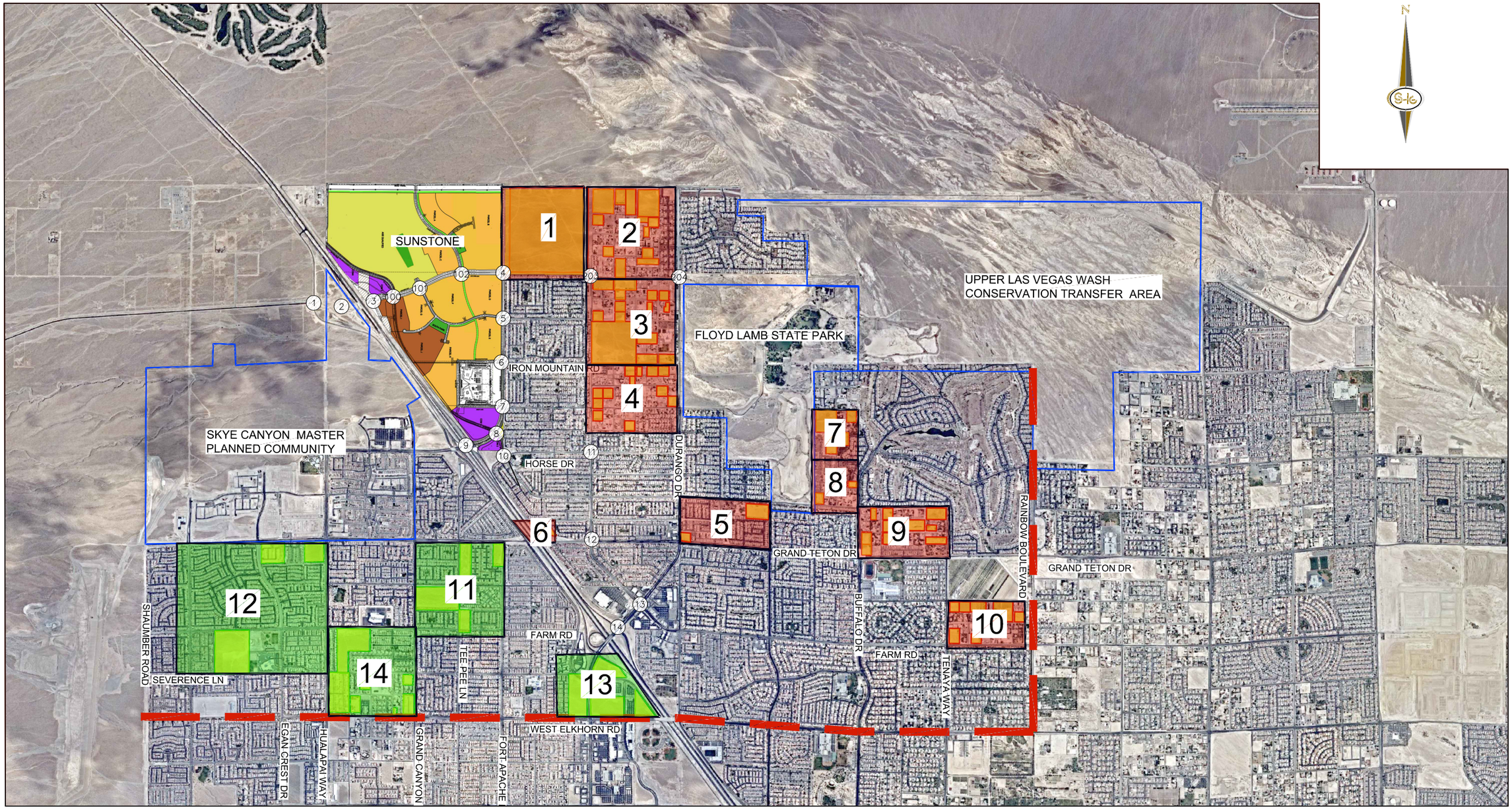
- UPPER LAS VEGAS WASH CONSERVATION TRANSFER AREA, FLOYD LAMB STATE PARK, AND SKYE CANYON MPC
- BACKGROUND TRAFFIC GENERATION PARCEL (EAST SIDE)
- BACKGROUND TRAFFIC GENERATION PARCEL (WEST SIDE)
- AREA OF INFLUENCE
- (X) STUDY INTERSECTION IDENTIFIER

SUNSTONE
2030 BACKGROUND TRAFFIC - UNDEVELOPED PARCELS

FIGURE 4.3

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Figure 4.4 – 2030 Background Traffic – Undeveloped Parcel Zone Boundaries



LEGEND

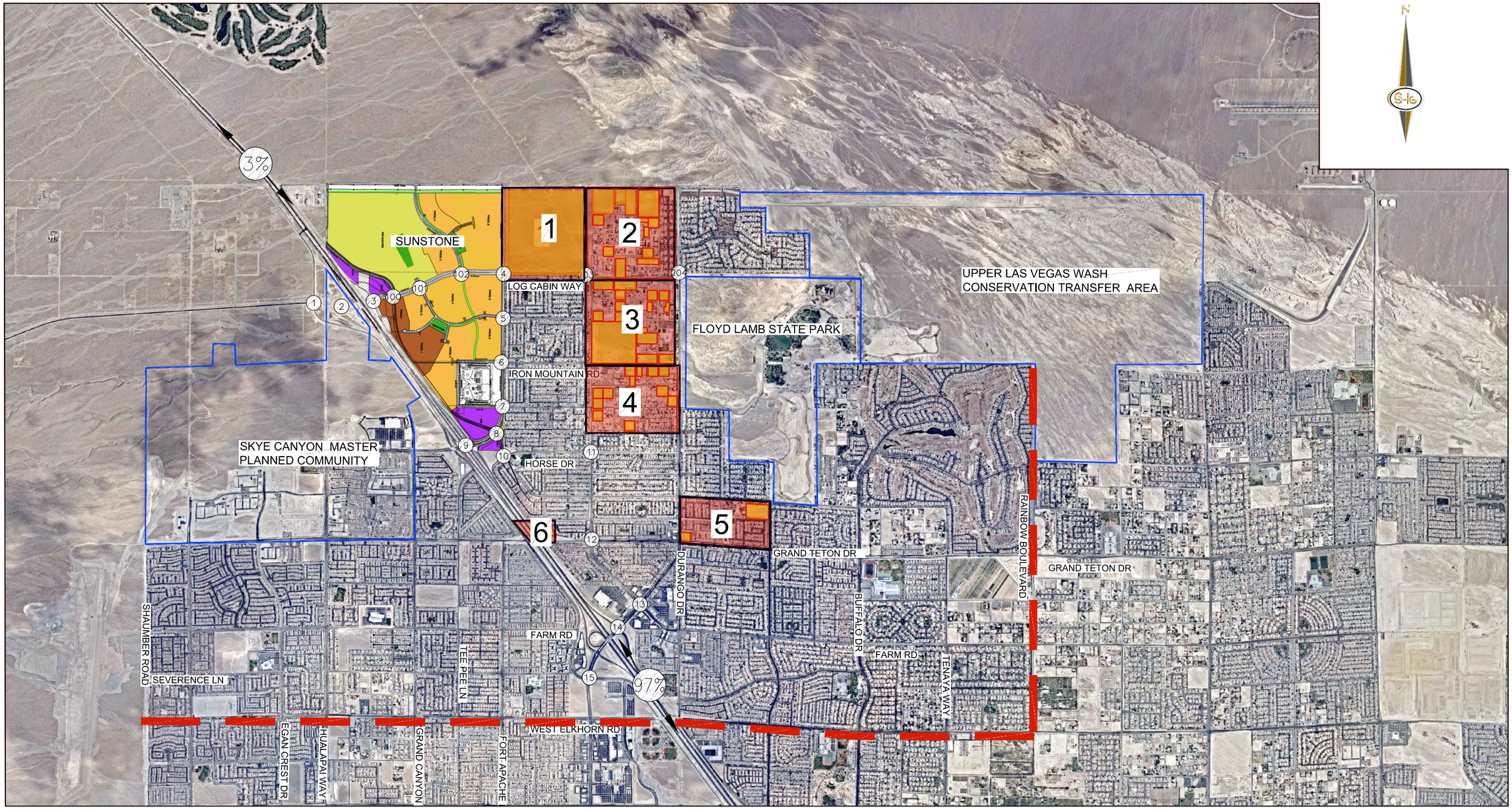
- UPPER LAS VEGAS WASH CONSERVATION TRANSFER AREA, FLOYD LAMB STATE PARK, AND SKYE CANYON MPC
- BACKGROUND TRAFFIC GENERATION PARCEL (EAST SIDE)
- BACKGROUND TRAFFIC GENERATION PARCEL (WEST SIDE)
- AREA OF INFLUENCE
- (X) STUDY INTERSECTION IDENTIFIER

SUNSTONE
2030 BACKGROUND TRAFFIC - UNDEVELOPED PARCEL ZONE BOUNDARIES

FIGURE 4.4

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Figure 4.5 – 2030 Background Traffic – Trip Distribution by Zone (1 -6)



LEGEND

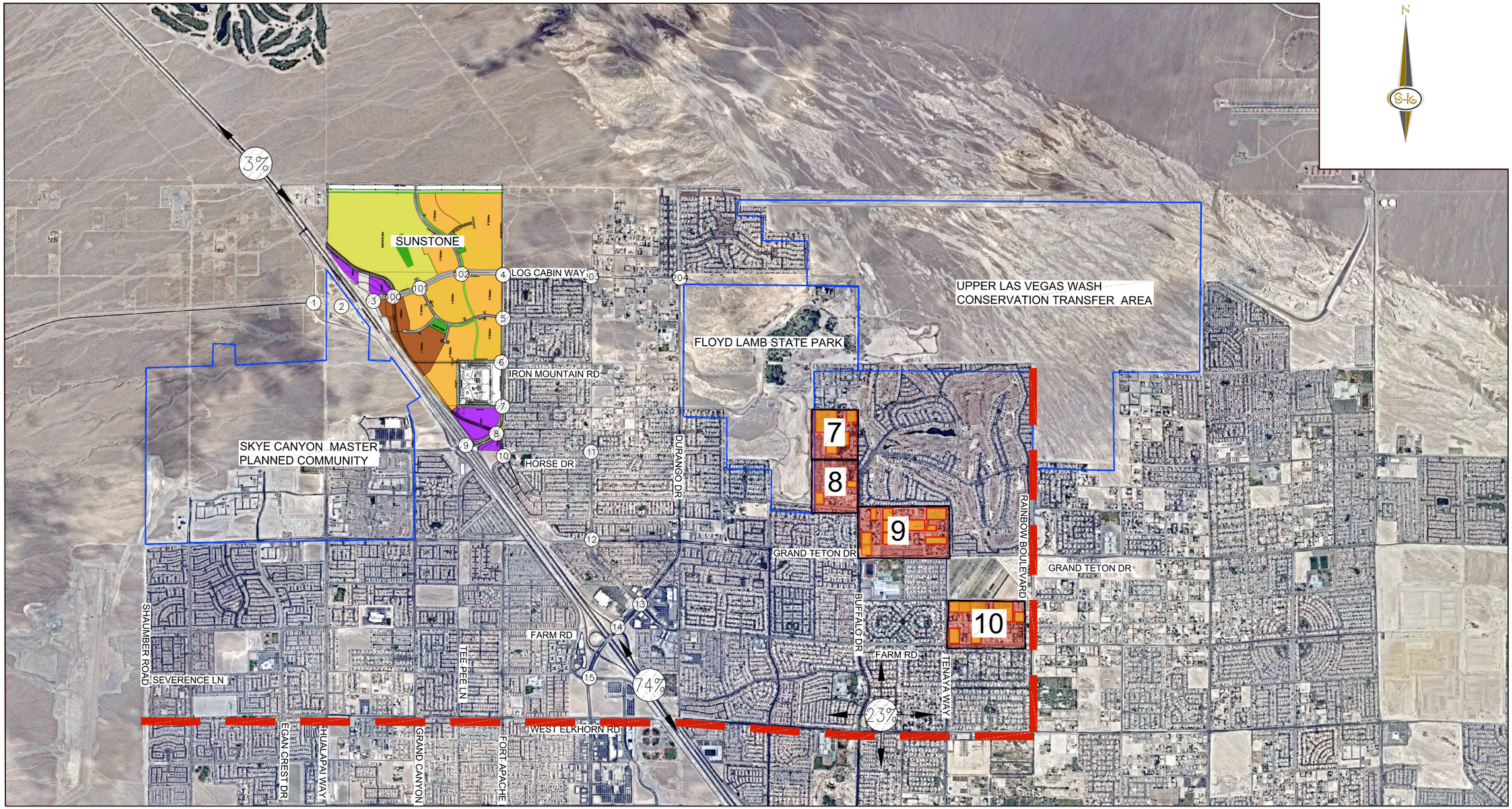
- UPPER LAS VEGAS WASH CONSERVATION TRANSFER AREA, FLOYD LAMB STATE PARK, AND SKYE CANYON MPC
- BACKGROUND TRAFFIC GENERATION ZONE
- AREA OF INFLUENCE
- (X) STUDY INTERSECTION IDENTIFIER
- (X%) TRIP DISTRIBUTION

SUNSTONE
2030 BACKGROUND TRAFFIC - TRIP DISTRIBUTION BY ZONE (1-6)

FIGURE 4.5

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Figure 4.6 – 2030 Background Traffic – Trip Distribution by Zone (7-10)



LEGEND

- UPPER LAS VEGAS WASH CONSERVATION TRANSFER AREA, FLOYD LAMB STATE PARK, AND SKYE CANYON MPC
- BACKGROUND TRAFFIC GENERATION ZONE
- AREA OF INFLUENCE
- (X) STUDY INTERSECTION IDENTIFIER
- (X%) TRIP DISTRIBUTION

SUNSTONE
2030 BACKGROUND TRAFFIC - TRIP DISTRIBUTION BY ZONE (7-10)

FIGURE 4.6

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Figure 4.7 – 2030 Background Traffic – Trip Distribution by Zone (11 and 13)

N

SUNSTONE

UPPER LAS VEGAS WASH
CONSERVATION TRANSFER AREA

FLYD LAMB STATE PARK

SKYE CANYON MASTER
PLANNED COMMUNITY

LOG CABIN WAY

IRON MOUNTAIN RD

HORSE DR

DURANGO DR

GRAND TETON DR

RAINBOW BOULEVARD

BUFFALO DR

FARM RD

TENAYA WAY

SHAUMBER ROAD

SEVERENCE LN

EGAN CREST DR

HUALAPAI WAY

TEE PEE LN

WEST ELKHORN RD

GRAND CANYON DR

FORT APACHE RD

11

13

1 2 3 4 5 6 7 8 9 10 11 12 13 14

100 101 102 103

3%

39%

58%

LEGEND

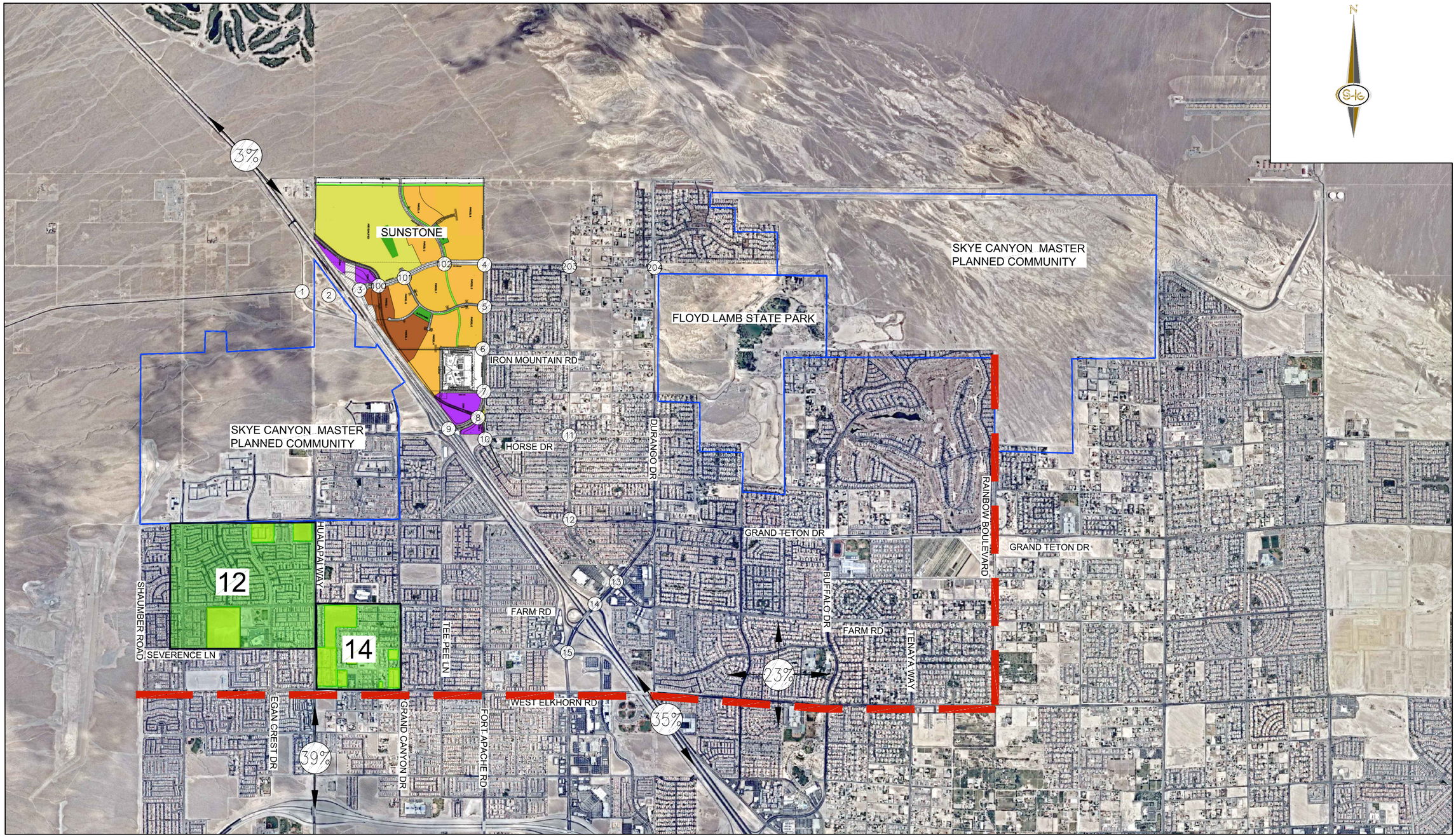
- UPPER LAS VEGAS WASH CONSERVATION TRANSFER AREA, FLOYD LAMB STATE PARK, AND SKYE CANYON MPC
- BACKGROUND TRAFFIC GENERATION ZONE
- AREA OF INFLUENCE
- (X) STUDY INTERSECTION IDENTIFIER
- (X%) TRIP DISTRIBUTION

SUNSTONE
2030 BACKGROUND TRAFFIC - TRIP DISTRIBUTION BY ZONE (11 AND 13)

FIGURE 4.7

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Figure 4.8 – 2030 Background Traffic – Trip Distribution by Zone (12 and 14)



LEGEND

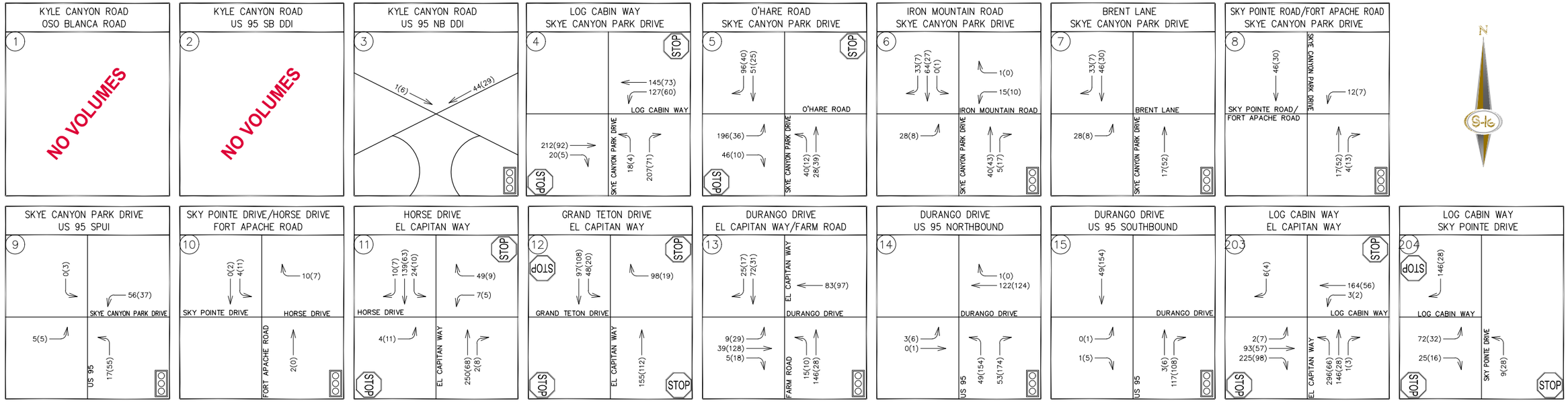
- UPPER LAS VEGAS WASH CONSERVATION TRANSFER AREA, FLOYD LAMB STATE PARK, AND SKYE CANYON MPC
- BACKGROUND TRAFFIC GENERATION ZONE
- AREA OF INFLUENCE
- (X) STUDY INTERSECTION IDENTIFIER
- (X%) TRIP DISTRIBUTION

SUNSTONE
2030 BACKGROUND TRAFFIC - TRIP DISTRIBUTION BY ZONE (12 AND 14)

FIGURE 4.8

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Figure 4.9 – 2030 Background Traffic (Undeveloped Parcels)



SUNSTONE

2030 BACKGROUND TRAFFIC ASSIGNMENT (Vacant Adjacent Parcels)

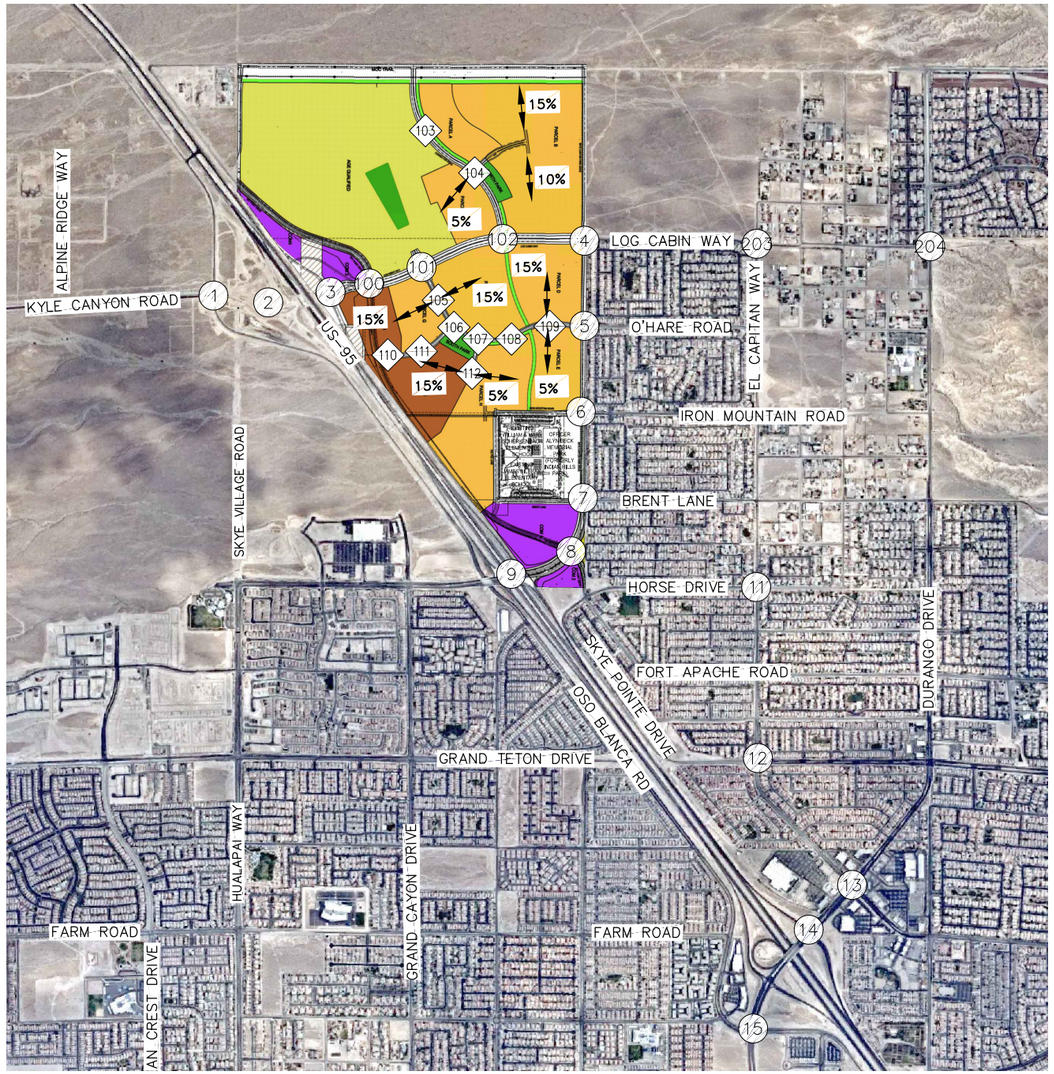
LEGEND

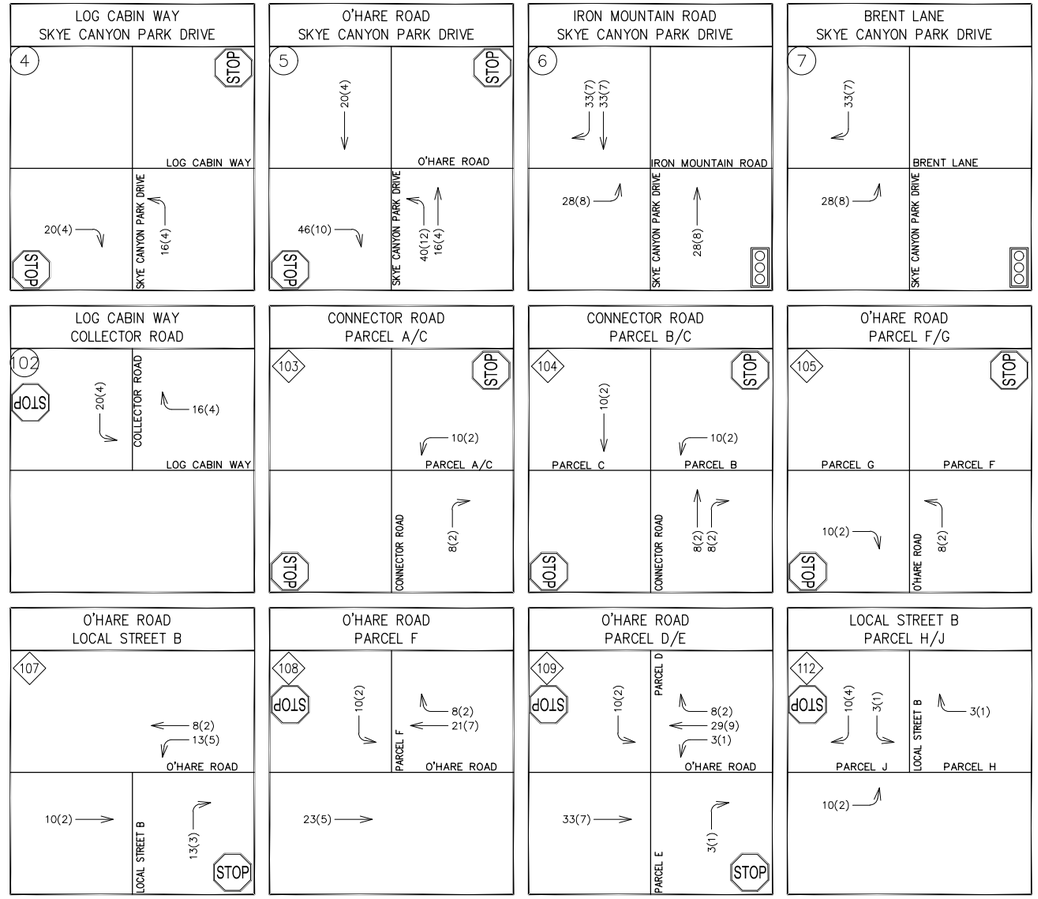
- (X) STUDY INTERSECTION IDENTIFIER
- ◇X◇ SUNSTONE INTERSECTION IDENTIFIER
- ← XX (XX) AM(PM) PEAK HOUR TRAFFIC VOLUME

FIGURE 4.9

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Figure 4.10 – 2030 Elementary School Background Trip Distribution and Assignment





SUNSTONE

ELEMENTARY SCHOOL BACKGROUND TRIP DISTRIBUTION AND ASSIGNMENT

LEGEND

(1) STUDY INTERSECTION IDENTIFIER

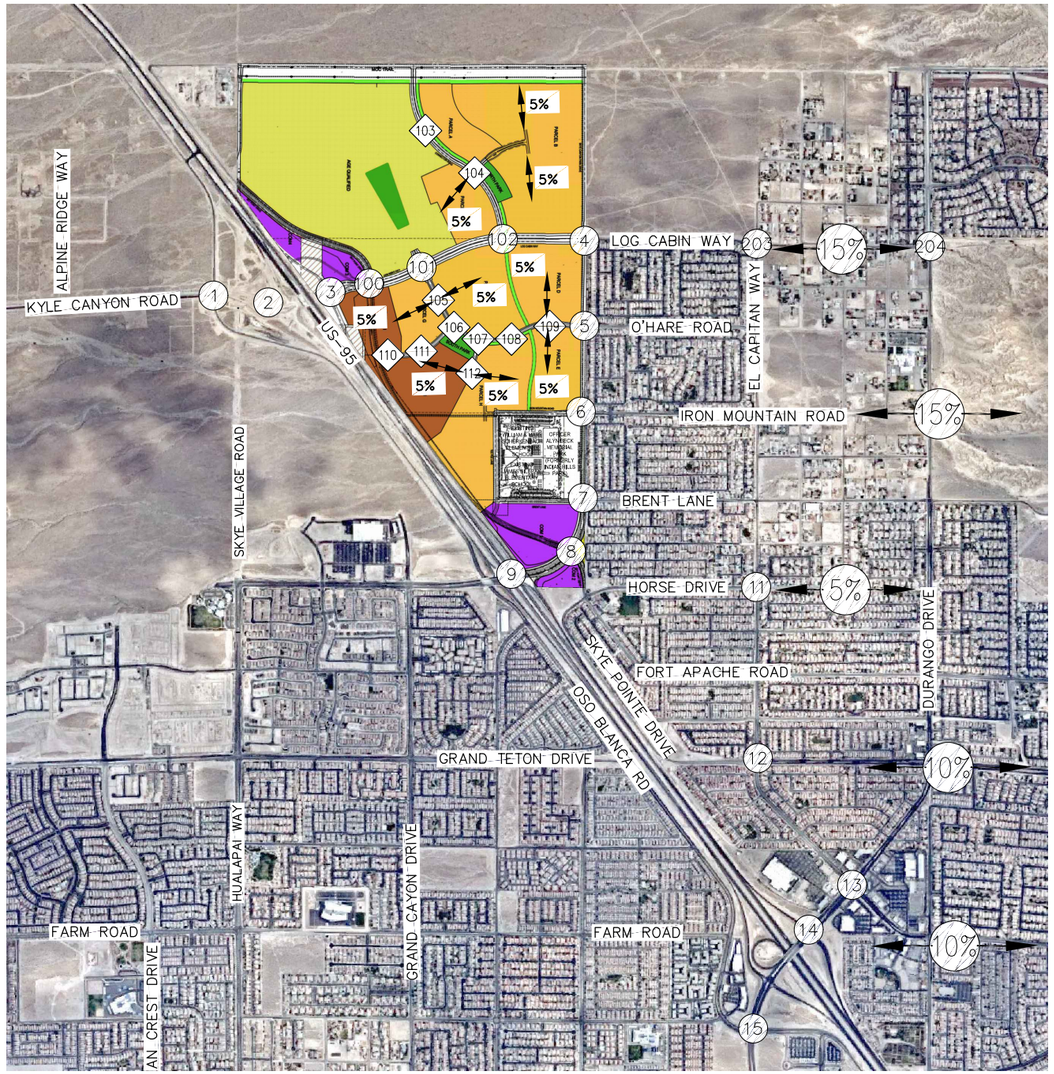
<1> SUNSTONE INTERSECTION IDENTIFIER

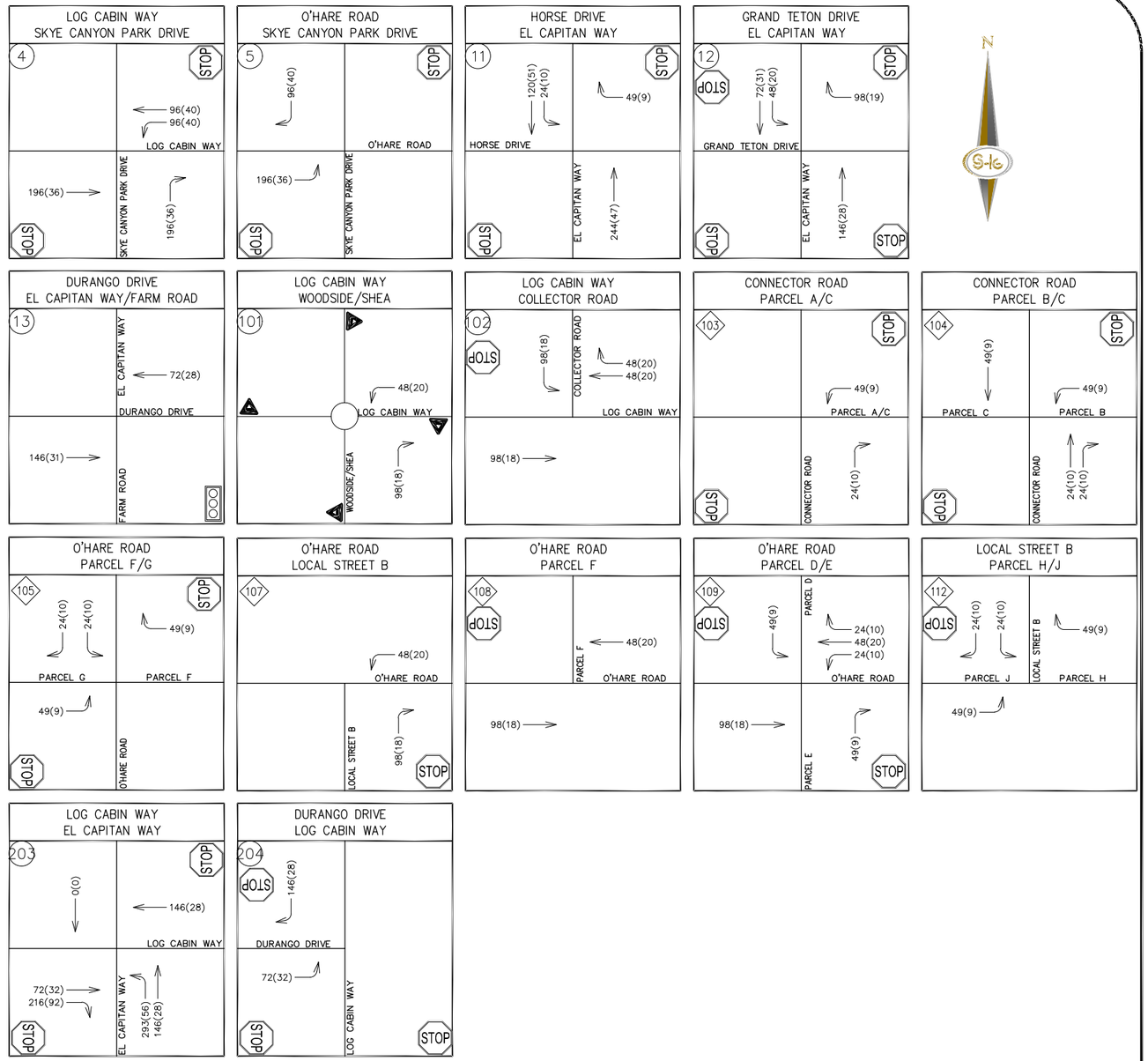
← XX (XX) AM(PM) PEAK HOUR TRAFFIC VOLUME

FIGURE 4.10

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Figure 4.11 – 2030 High School Background Trip Distribution and Assignment





LEGEND

(1) STUDY INTERSECTION IDENTIFIER

◇1 SUNSTONE INTERSECTION IDENTIFIER

← XX (XX) AM(PM) PEAK HOUR TRAFFIC VOLUME

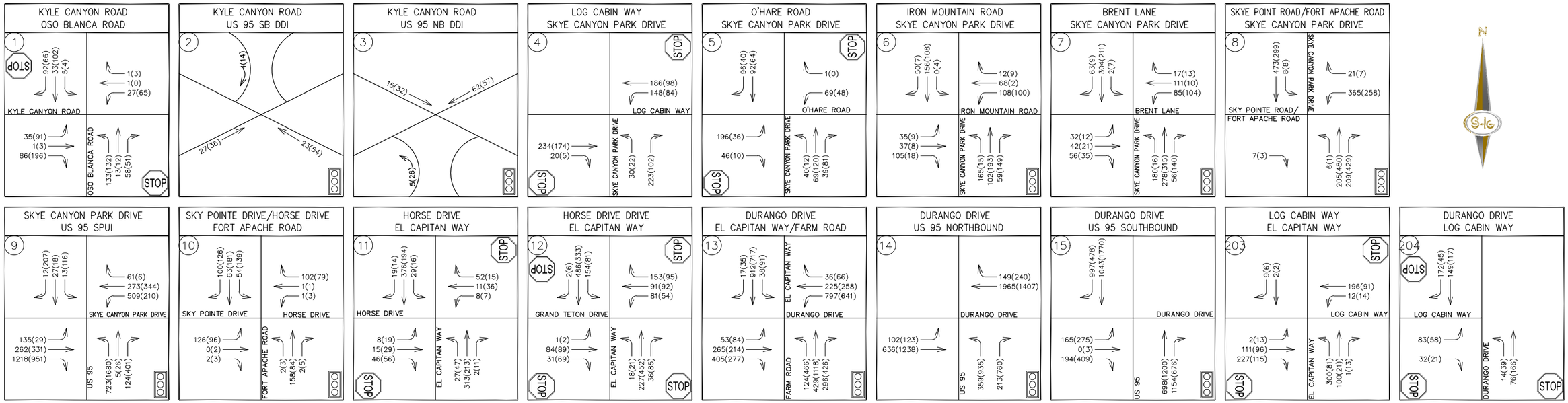
FIGURE 4.11

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HIGH SCHOOL BACKGROUND TRIP DISTRIBUTION AND ASSIGNMENT

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Figure 4.12 – 2030 Total Background Traffic Volumes



SUNSTONE
2030 TOTAL BACKGROUND TRAFFIC VOLUMES

LEGEND

- (X) STUDY INTERSECTION IDENTIFIER
- ◇X◇ SUNSTONE INTERSECTION IDENTIFIER
- ← XX (XX) AM(PM) PEAK HOUR TRAFFIC VOLUME

FIGURE 4.12

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SECTION 5. FUTURE CONDITIONS WITH SKYE CANYON

This section of the report details conditions that are expected in the future at full Buildout of the proposed Sunstone project. Full Buildout is anticipated around the year 2030.

5.1 REGIONAL ACCESS

Most of the off-site regional trips accessing and departing the proposed Sunstone project are anticipated to travel to and from US 95 via the Log Cabin Way/Kyle Canyon Road, Skye Canyon Park Drive, and Durango Drive interchanges. A portion of the off-site trips will access CC 215 via US 95 or the arterial street network. It is also anticipated that a small portion of the off-site trips accessing the proposed Sunstone project will have access through arterials such as Skye Canyon Park Drive, Kyle Canyon Road, Log Cabin Way, Iron Mountain Road, El Capitan Way and Durango Drive.

5.2 LOCAL ACCESS

Local access is planned from Log Cabin Way, O'Hare Road, the unnamed Connector Road, and Skye Canyon Park Drive. All internal project roadways are expected to be fully constructed at full project Buildout in 2030.

5.3 INTERNAL ACCESS AND CIRCULATION

Access and circulation internal to Sunstone are planned through a network of arterial, collector and residential streets. All roadways, with possible exceptions of parcel specific internal streets will be dedicated and constructed as public right-of-way. The street network is illustrated on the land plan in **Appendix O**.

The locations of the parcel access points are preliminary. These preliminary access locations generally provide for separations of 660-feet or more between adjacent access drives and public streets on all 6-lane arterial and 4-lane collector streets. Parcel access drives within Sunstone should generally conform to the current City of Las Vegas standards and the specific requirements outlined in the project's development agreement. Final locations of parcel-specific access points should be analyzed as part of parcel-specific update studies. **Figure 5.0** illustrates the reference numbers of each study intersection evaluated in the Year 2030 Background scenario.

5.4 ROUNDABOUT

The developer of Sunstone has proposed a two-lane roundabout at the intersection of Log Cabin Way and O'Hare Road. The developer is interested in providing an intersection design that reduces delay and improves traffic flow, has the potential to reduce crashes and crash severity, and allows for robust landscape treatments and entry features. Studies have consistently shown that roundabouts are safer than traditional stop sign or signal-controlled intersections. Several meetings were held between the developer, the design team, and the City of Las Vegas to discuss the use of a roundabout at this location. The City of Las Vegas agreed that a roundabout would be acceptable if it was supported by the analyses in the traffic impact study and sufficient right-of-way was dedicated to allow for the replacement of the roundabout by a traditional intersection if warranted by future conditions. A conceptual design of the roundabout and the Log Cabin Way corridor is provided as **Figures 5.1 and 5.2**. This conceptual design illustrates both the roundabout and a traditional intersection to demonstrate the forward compatibility.

The developer is proposing to construct Log Cabin Way with four travel lanes and dedicated bicycle lanes between Skye Canyon Park Drive and the eastern limit of the new US95 diverging-diamond interchange. Right-of-way dedications would be provided that would allow Log Cabin Road to be expanded to a six-lane section with the removal of the roundabout. The proposed four-lane section is consistent with the Log Cabin Way section under construction as part of the diverging-diamond interchange at US95. It is also consistent with the existing Log Cabin Way section east of Skye Canyon Park Drive. Constructing a six-lane section on Log Cabin Way is not supported by the analyses contained in this report and is not consistent with the design of the Log Cabin Way interchange with US95 or the future volume projections developed by NDOT in support of the interchange design. A six-lane section would require the use of forced drop-lanes or lane merges both eastbound prior to Skye Canyon Park Drive and westbound prior to the US95 interchange to match the existing sections. A six-lane section also requires the use of a third by-pass lane on all approaches of the two-lane roundabout or merging three lanes into two lanes immediately upstream of the roundabout. If a six-lane section is constructed in the future, these lane-drop and weave scenarios will likely increase the crash potential along this section of Log Cabin Way.

The City of Las Vegas indicated that future development north of Moccasin Road may increase demand along Log Cabin Way and at the interchange at US95. There are currently no plans in place for development north of Moccasin Road and any significant development that would trigger a six-lane section on Log Cabin Way would also likely require reconstruction of the Log Cabin Way/US95 interchange and the need for a new interchange on US95 north of Log Cabin Way. The orientation of the roadway network in this area, along with the restrictions of the national monument, limit access to developable areas north of Moccasin Road and would necessitate the need for a new interchange.

Key elements of the conceptual design of Log Cabin Way and the roundabout at O'Hare Road are summarized below:

- No forced drop-lanes or lane merges required to match the existing Log Cabin Way sections at Skye Canyon Park Drive or the US95 diverging diamond interchange.
- Right-of-way dedications to accommodate a six-lane Log Cabin Way section and traditional signalized intersection at O'Hare Road with dedicated left and right turn lanes on all approaches.
- Dedicated bicycle lanes approaching the roundabout with mixed-flow travel through the roundabout. Cyclists also have the option of exiting the roadway and traveling outside the roundabout using directional ramps and a shared-use path.
- Pedestrian crossings with pedestrian-activated flashers and Danish offset refuges in roughly 20-foot medians on the north, south and east approaches to the roundabout. The wide medians and Danish offsets allow for two-stage crossings that minimizing impacts to vehicles.

- No pedestrian crossing is proposed on the west approach to the roundabout because there are no commercial uses planned west of the roundabout that would generate significant walking trips across Log Cabin Way to the west. The diverging-diamond interchange currently under construction west of the roundabout will provide a signal-controlled crossing for pedestrians who want to continue west to the Skye Canyon Master Planned Community or to Kyle Canyon Road. Additionally, a pedestrian crossing on the west approach to the roundabout would be located roughly twice as far (+/- 400-feet) from the roundabout as the pedestrian crossing on the east approach (+/- 160-feet) due to the impacts of queueing associated with pedestrian-activated flashers and the volumes on the west approach.

5.5 Expected Lane Configuration and Control with Project Improvements

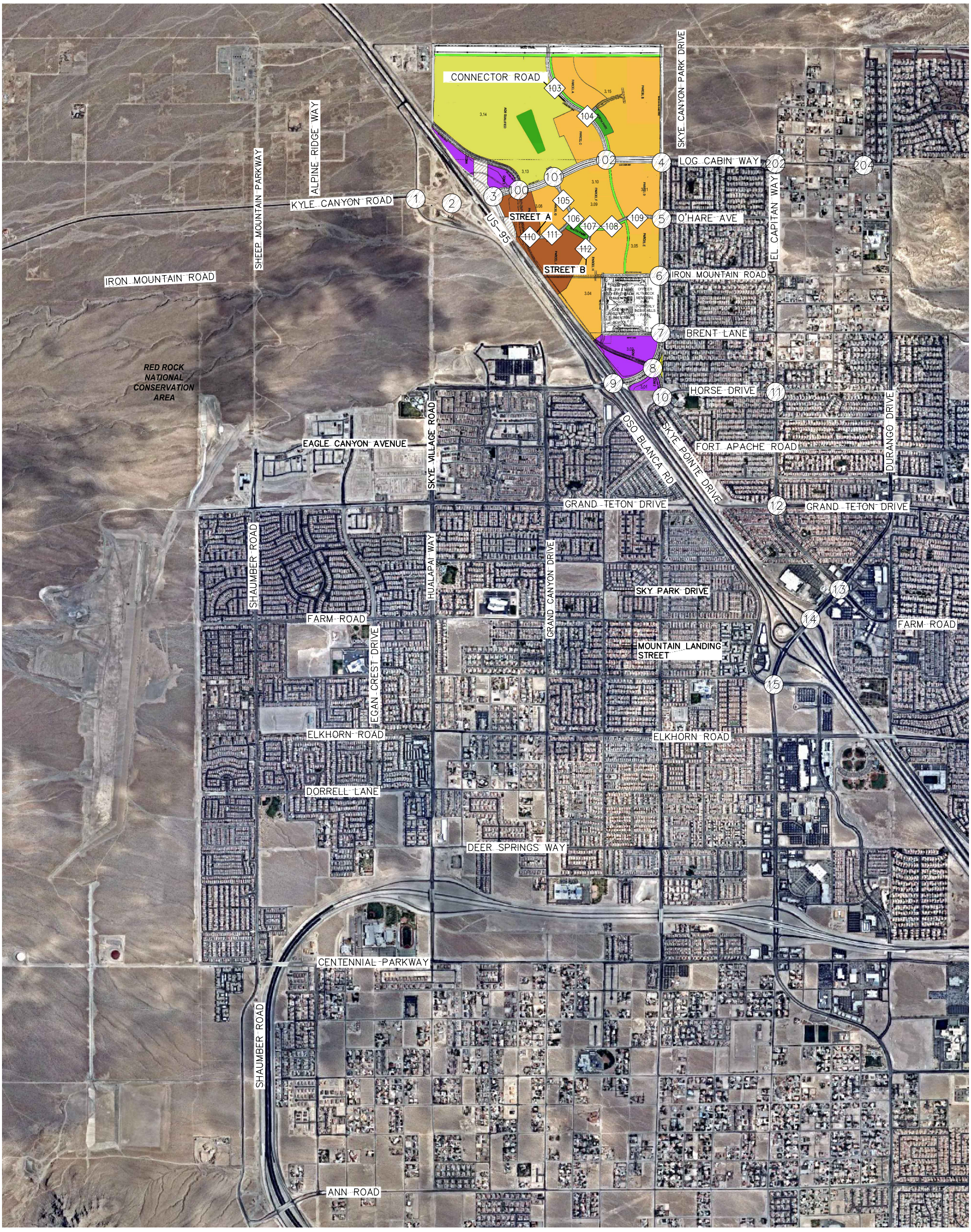
Figure 5.3 illustrates the lane configuration and traffic control expected at the study area intersections in the full Buildout year of 2030.

The developer is not recommended to dedicate additional right-of-way for dual left turn lanes at any of the study intersections. However, the developer is recommended to dedicate right-of-way for exclusive right turn lanes at the following locations:

- Eastbound approach – Skye Canyon Park Drive and Log Cabin Way
- Southbound approach – Skye Canyon Park Drive and Brent Lane

It should be noted that portions of the street network identified in the City's current Master Plan may need to be revised to reflect the internal street network currently proposed with the Sunstone development.

Figure 5.0 – 2030 Full Buildout Intersection Reference Identifier



LEGEND

- (X) STUDY INTERSECTION IDENTIFIER
- ◇X SUNSTONE INTERSECTION IDENTIFIER

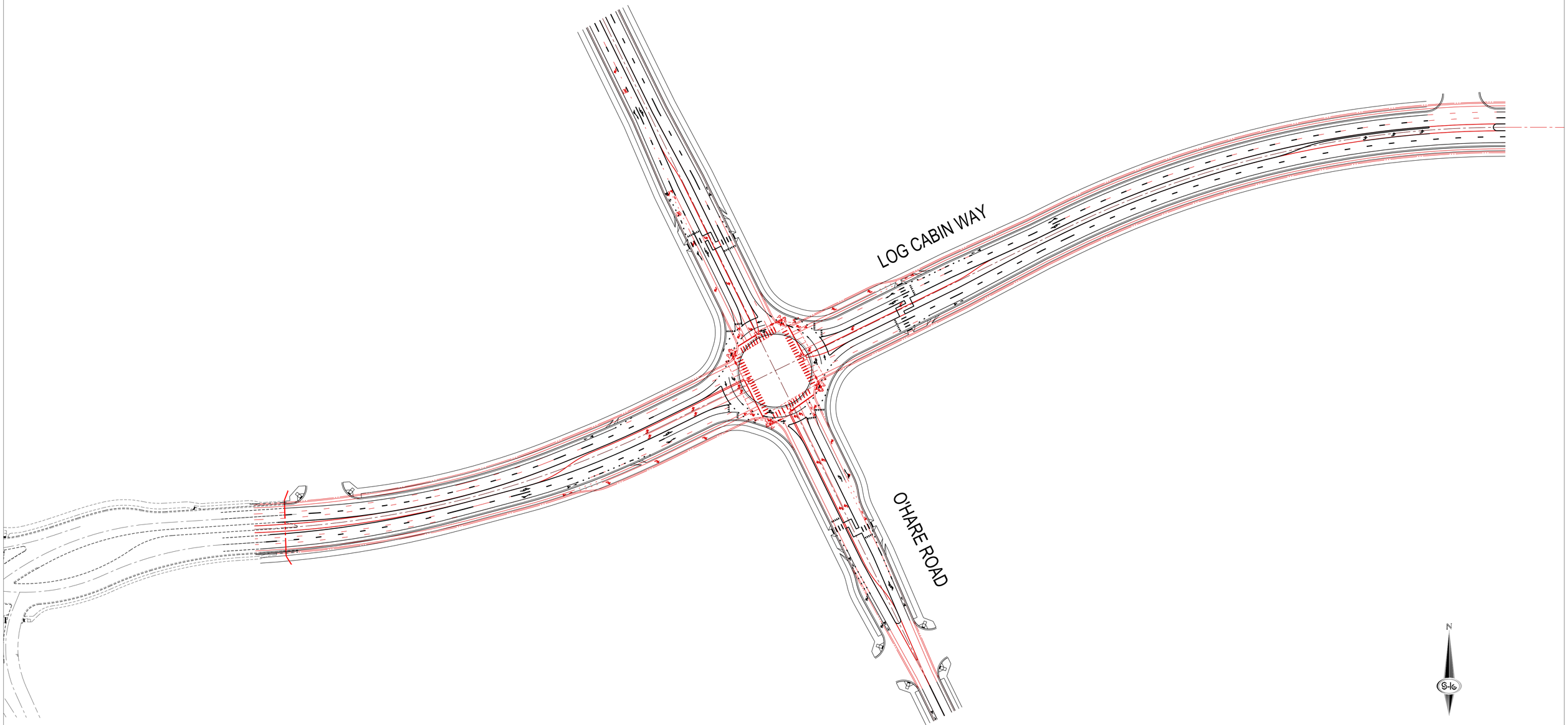
SUNSTONE
2030 FULL BUILDOUT INTERSECTION REFERENCE IDENTIFIER

FIGURE 5.0

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Figure 5.1 – Log Cabin Roundabout

PRELIMINARY
SUBJECT TO CHANGE



N

GRAPHIC SCALE
80 0 40 80 160
(IN FEET)

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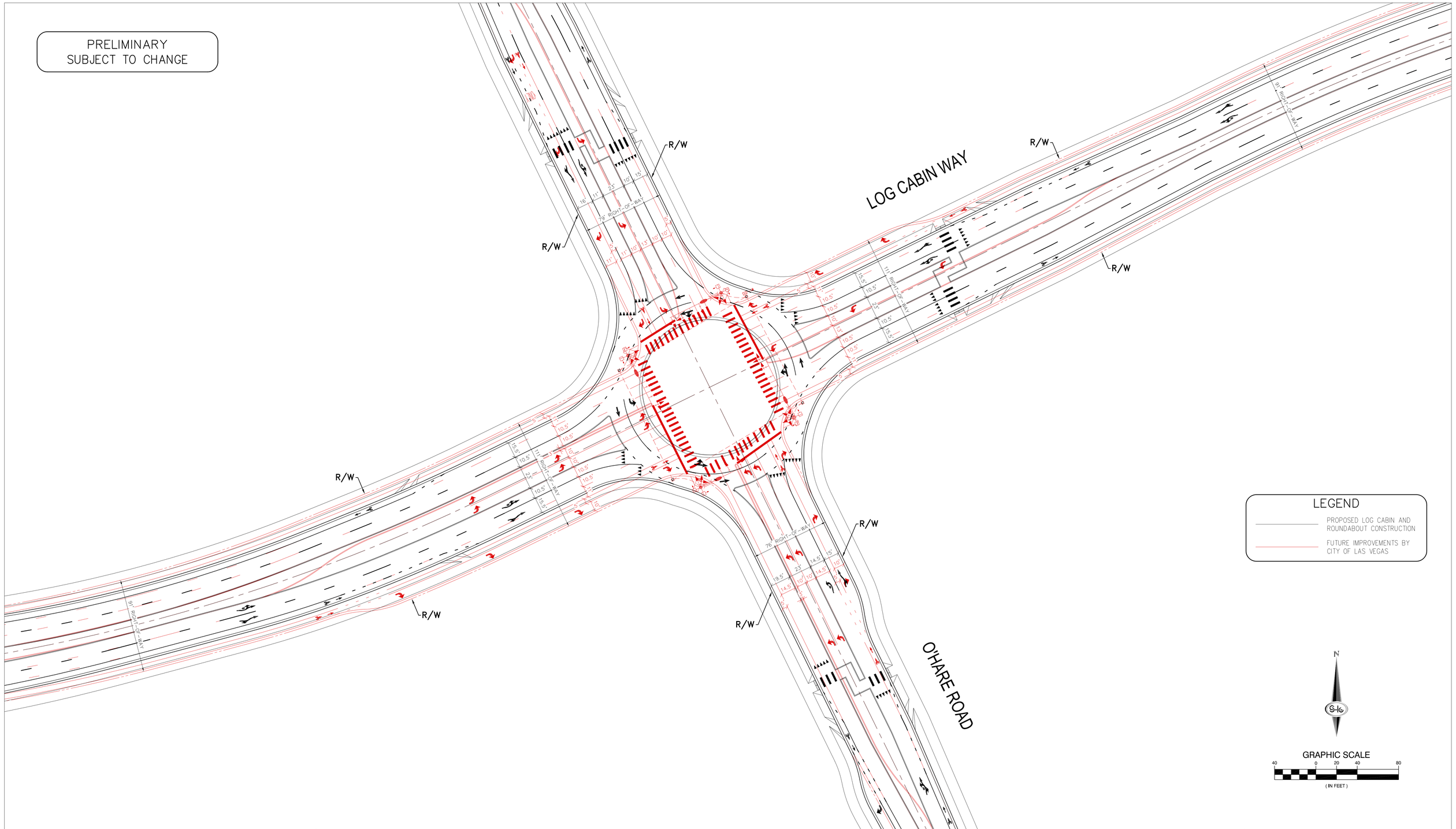
SUNSTONE

LOG CABIN WAY CONCEPTUAL ROUNDABOUT DESIGN

FIGURE
5.1

Figure 5.2 – Log Cabin Roundabout (continued)

PRELIMINARY
SUBJECT TO CHANGE



LEGEND

PROPOSED LOG CABIN AND ROUNDABOUT CONSTRUCTION

FUTURE IMPROVEMENTS BY CITY OF LAS VEGAS

N

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)

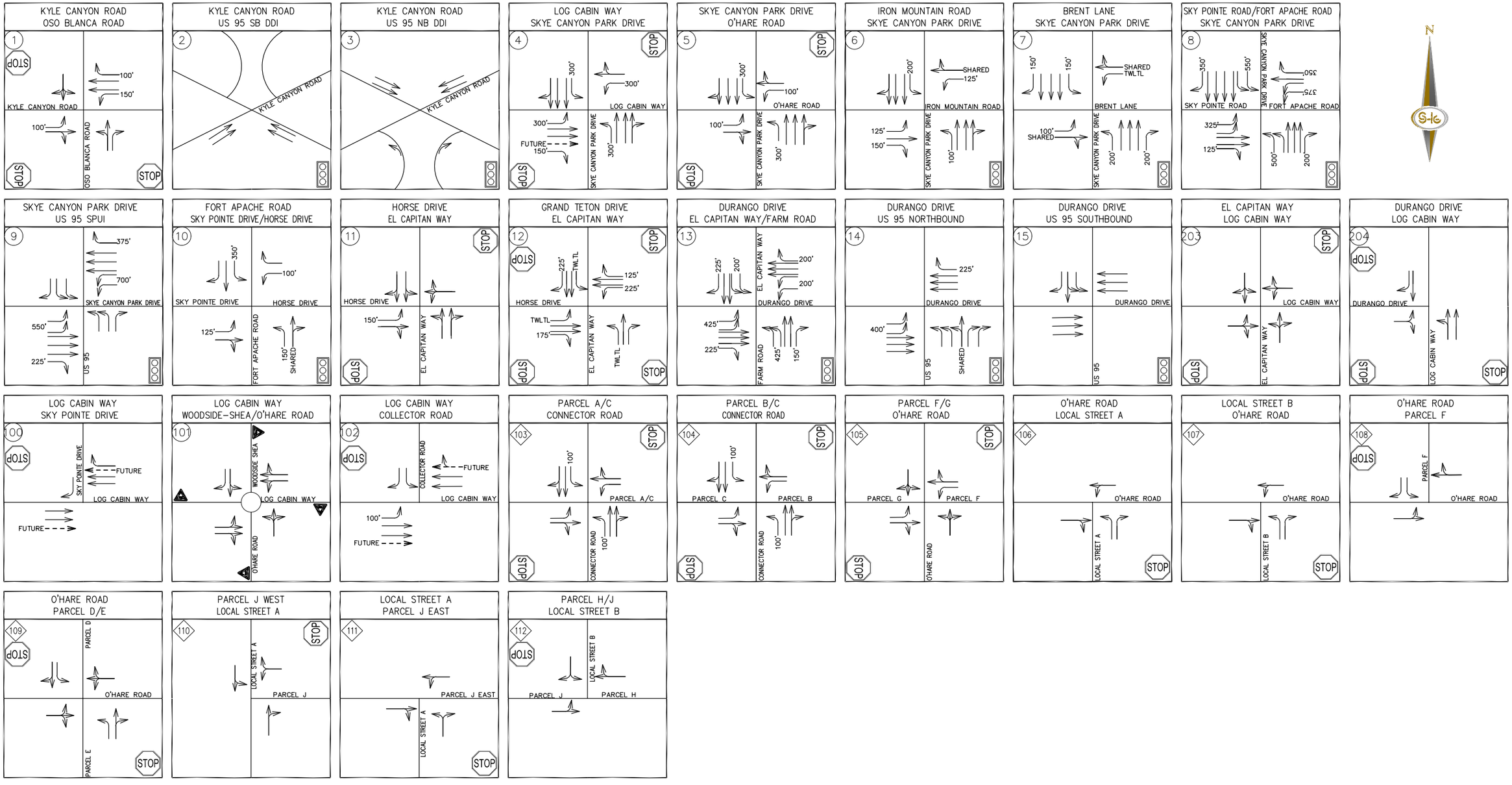
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LOG CABIN WAY CONCEPTUAL ROUNDABOUT DESIGN

FIGURE
5.2

Figure 5.3 – 2030 Full Buildout Lane Configuration and Traffic Control



SUNSTONE
2030 FULL BUILDOUT LANE CONFIGURATION AND TRAFFIC CONTROL

FIGURE 5.3

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5.6 PROJECT TRIP GENERATION

The 10th Edition of the Institute of Transportation Engineers' (ITE) Trip Generation Manual and the single family residential trip generation rates from the previously approved 2016 Master Traffic Impact Study Update for the Skye Canyon Master Planned Community were used for the purpose of estimating the number of new trips that are anticipated to be generated by the proposed Sunstone development. Single-Family residential trip generation was based on the methodology in the previously approved 2016 Master Traffic Impact Study Update for the Skye Canyon Master Planned Community. The methodology utilizes Single-Family Detached housing rates developed from the 2001 Summerlin trip generation surveys. The Summerlin AM, PM, and Daily trip rates for single-family detached residential dwelling units (DU) are 0.58 trips per dwelling unit, 0.64 trips per dwelling unit, and 8.65 trips per dwelling unit, respectively.

The methodology for generating commercial trips was generally consistent with the previously approved 2016 Master Traffic Impact Study Update for the Skye Canyon Master Planned Community that used a floor ratio (FAR) of 0.05 to calculate square footage and average rates to calculate trips.

The majority of all park-related trips are anticipated to be non-peak hour internal trips and therefore not anticipated to significantly impact traffic operations. Consistent with the previously approved 2016 Master Traffic Impact Study Update for the Skye Canyon Master Planned Community, park use trip generation has not been calculated as part of this report.

To provide a conservative estimate no reduction for internal capture or pass-by was taken. All project trips calculated for the Sunstone project are assumed to be new external network trips. Total trip generation calculations and pertinent project criteria are provided in **Table 3**. Detailed calculations are provided in **Appendix G**.

Table 3 – Sunstone Total Trip Generation

ITE Code	Land Use	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
210*	**Single-Family Detached Housing**	2,400 du	348*	1,044*	1,392*	968*	568*	1,536*
251	**Senior Adult Housing - Detached**	1,000 du	79	161	240	183	117	300
820	**Shopping Center**	87,556 SF	51	31	82	160	174	334
	Total		**478**	**1,236**	**1,714**	**1,311**	**859**	**2,170**

**2001 Summerlin Trip Generation Surveys*

ITE Trip Generation Manual, 10th Edition

5.7 PROJECT TRIP DISTRIBUTION

Project trip distribution is focused on the existing traffic patterns, the existing and expected street network, and access to regional facilities for the distribution of site-generated residential and commercial traffic at the time of full Buildout in the Year 2030. The current study assumes that there are full access driveways at every parcel.

Residential Trip Distribution

It is assumed that approximately 30% of all project generated trips will remain within the areas surrounding the project site. The remaining 70% are expected to travel away from or into the Las Vegas Valley using some combination of arterial roadways, US 95 and/or CC 215. **Figure 5.4** illustrates the overall distribution of the residential trips.

Commercial Trip Distribution

The commercial trip distribution includes traffic from three distinct commercial zones. A commercial zone located on the southwest corner of the intersection of Skye Canyon Park Drive and Sky Pointe Road/Fort Apache Road (Intersection #8) is modeled as Zone 85 in the Vistro model and is assumed to primarily serve traffic traveling on US 95 (see **Figure 5.5**). A commercial zone located on the northwest corner of the intersection of Log Cabin Way and Sky Pointe Drive (Intersection #100) is modeled as Zone 96 in the Vistro model and is assumed to primarily serve traffic within Skye Canyon East (see **Figure 5.6**). A commercial zone located on the northeast corner of the Skye Canyon Park Drive and US-95 interchange (Intersection #9) is modeled as Zone 97 in the Vistro model and is assumed to primarily serve traffic to and from existing residential areas east of US-95 (see **Figure 5.7**).

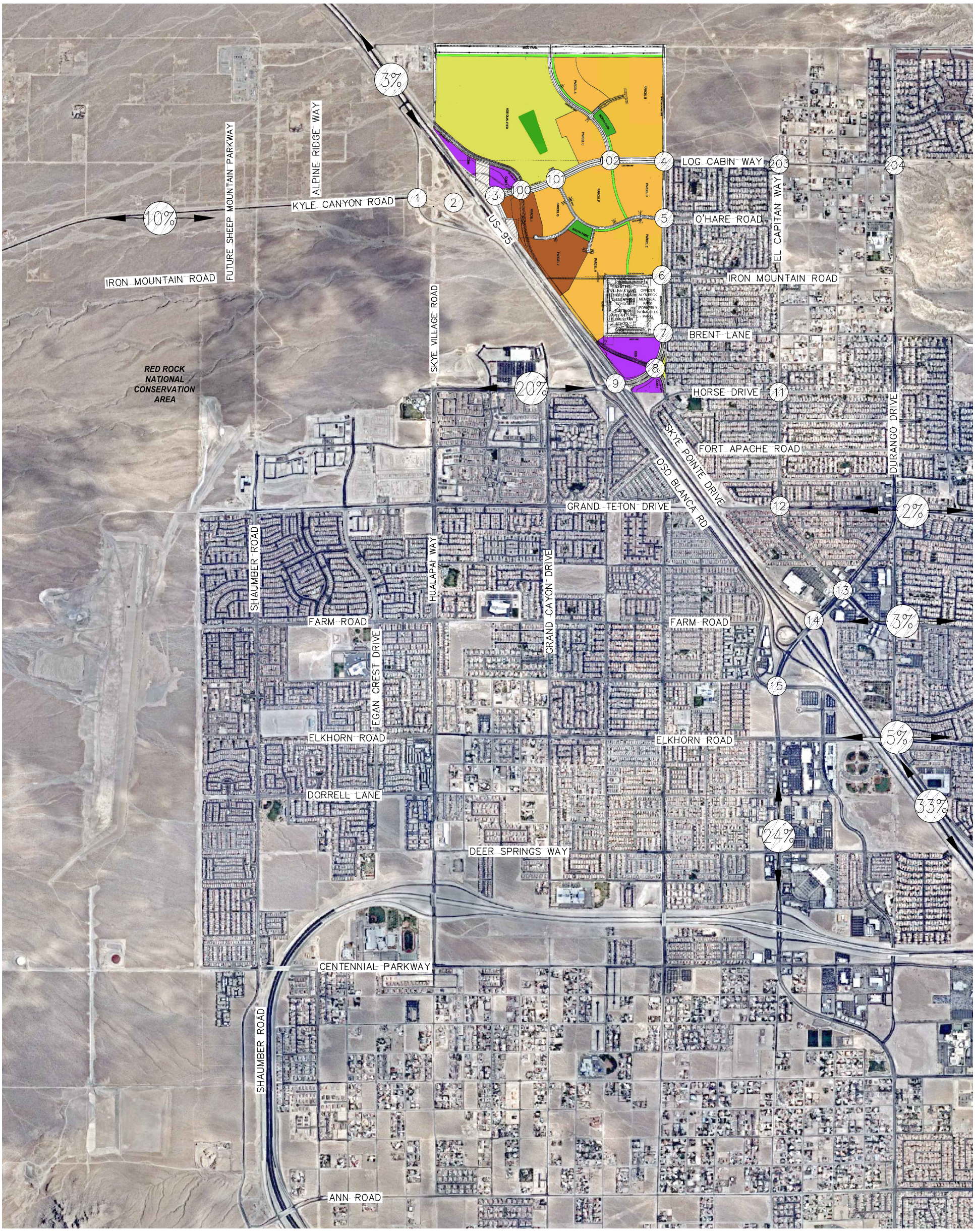
5.8 Project Traffic Assignment

Project traffic assignment was calculated by applying the trip distribution percentages found in **Figures 5.4 to 5.7** to the Sunstone project trip generation found in **Table 3** and **Appendix G**. A separate Vistro model was prepared to distribute and assign the external project trips that are expected to be generated from the Sunstone development throughout the study roadway network. The model uses zones to replicate specific areas or land uses within a development plan, links to replicate the roadway network, and gates at the boundary of the model to balance inbound and outbound traffic flows. The inbound and outbound trips at the project access drives are rounded to the nearest whole number when assigned in Vistro based on the manually entered trip distribution percentages. Therefore, the trips assigned to the project driveways may vary slightly from the total trip generation for each parcel due to rounding. The full Buildout traffic assignment is illustrated on **Figure 5.8.**

5.9 Full Buildout Project Traffic Volumes

The combined impact of Background traffic and project traffic on the surrounding roadway network was determined by adding the project traffic assignment from **Figure 5.8** to the Year 2030 Background traffic volumes in **Figure 4.12**. The full Buildout traffic volumes illustrated in **Figure 5.9** represent the anticipated traffic conditions in the study area at the time the project is fully developed and occupied in the Year 2030.

Figure 5.4 – Sunstone Residential Trip Distribution



LEGEND

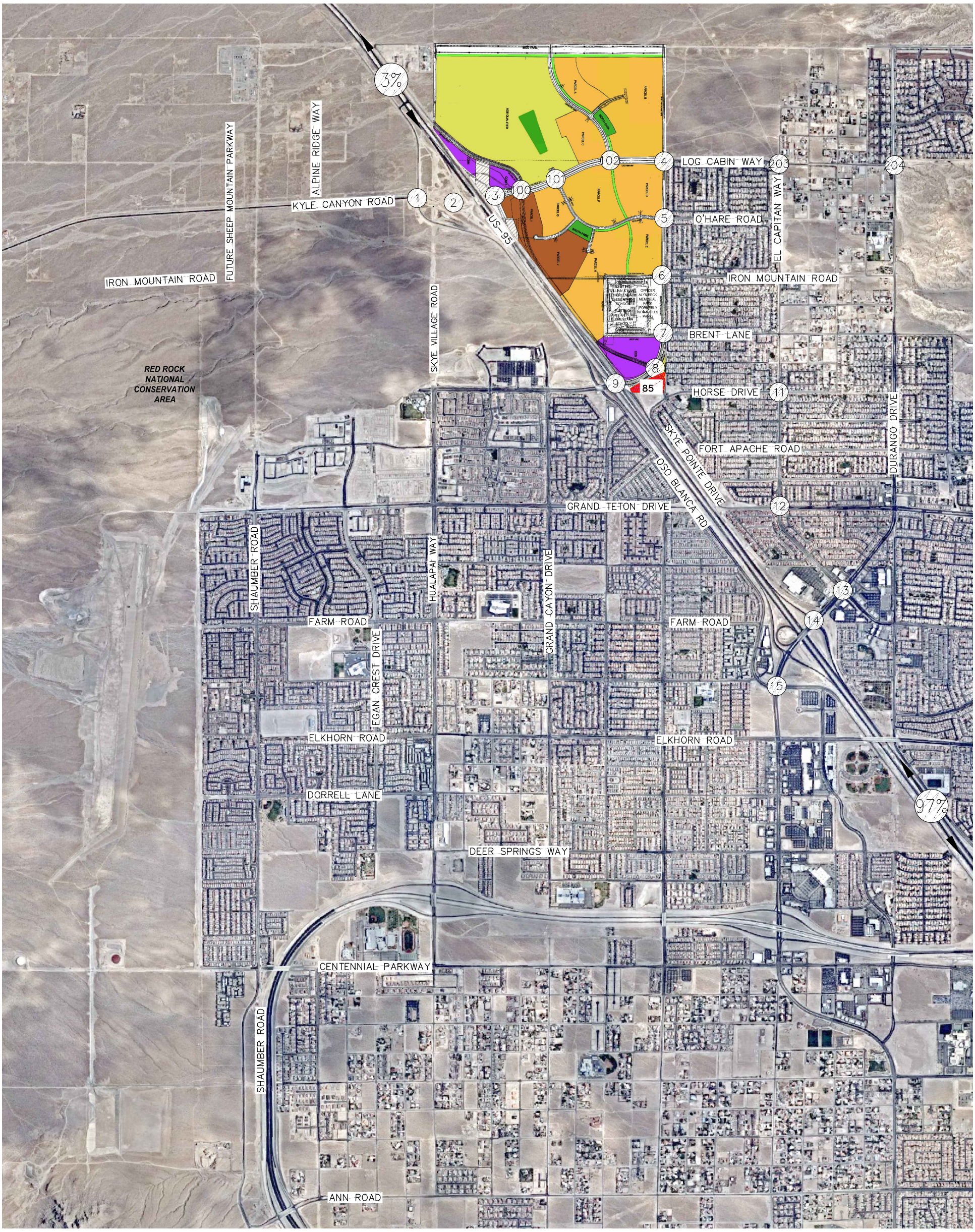
(X) STUDY INTERSECTION IDENTIFIER

FIGURE 5.4

SUNSTONE
BACKGROUND RESIDENTIAL TRIP DISTRIBUTION

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Figure 5.5 – Sunstone Commercial Trip Distribution (Zone 85)



LEGEND

(1)	STUDY INTERSECTION IDENTIFIER
	COMMERCIAL ZONE 85

FIGURE 5.5

SUNSTONE
COMMERCIAL TRIP DISTRIBUTION (ZONE 85)

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Figure 5.6 – Sunstone Commercial Trip Distribution (Zone 96)

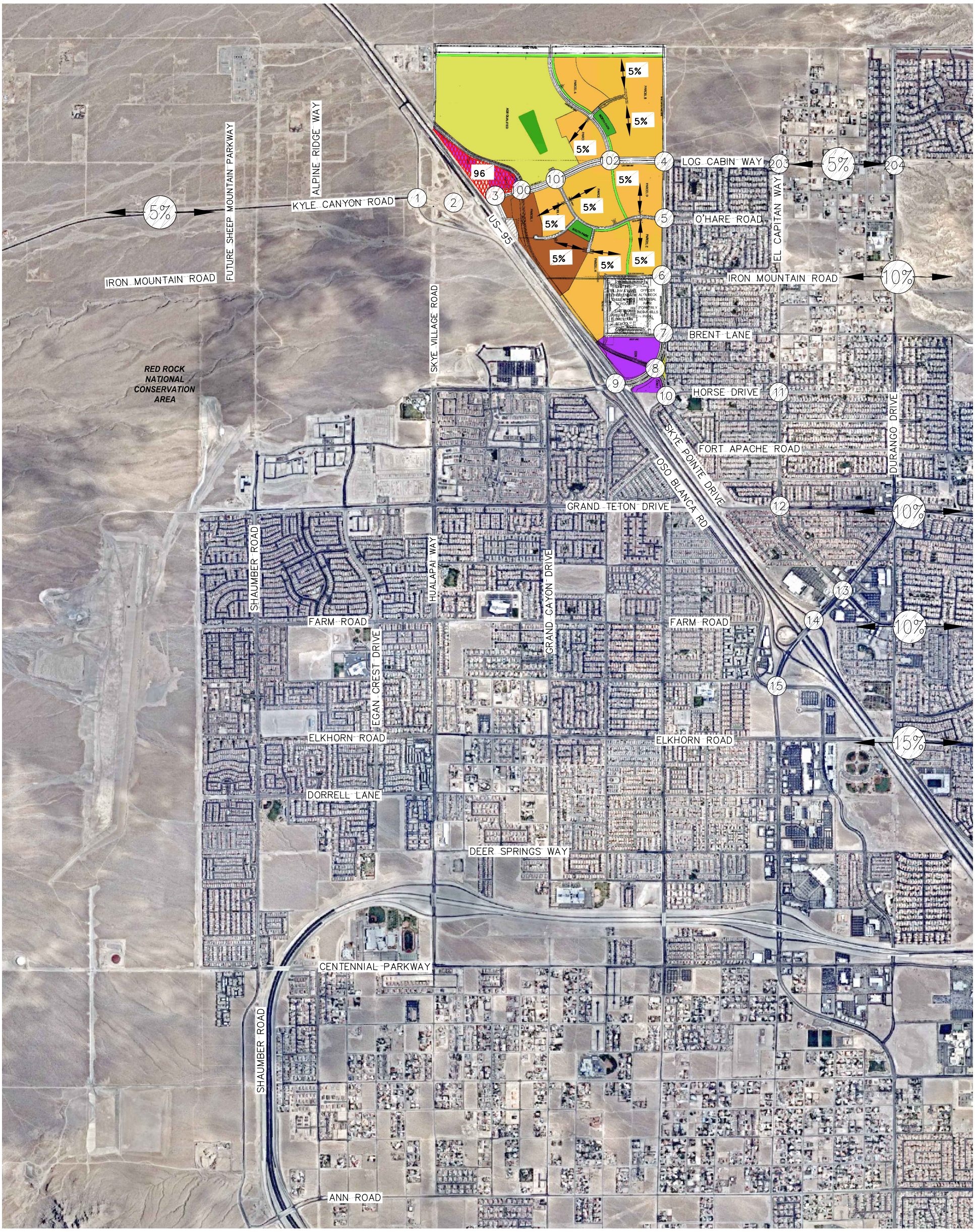


FIGURE 5.6

SUNSTONE
COMMERCIAL TRIP DISTRIBUTION (ZONE 96)

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Figure 5.7 – Sunstone Commercial Trip Distribution (Zone 97)

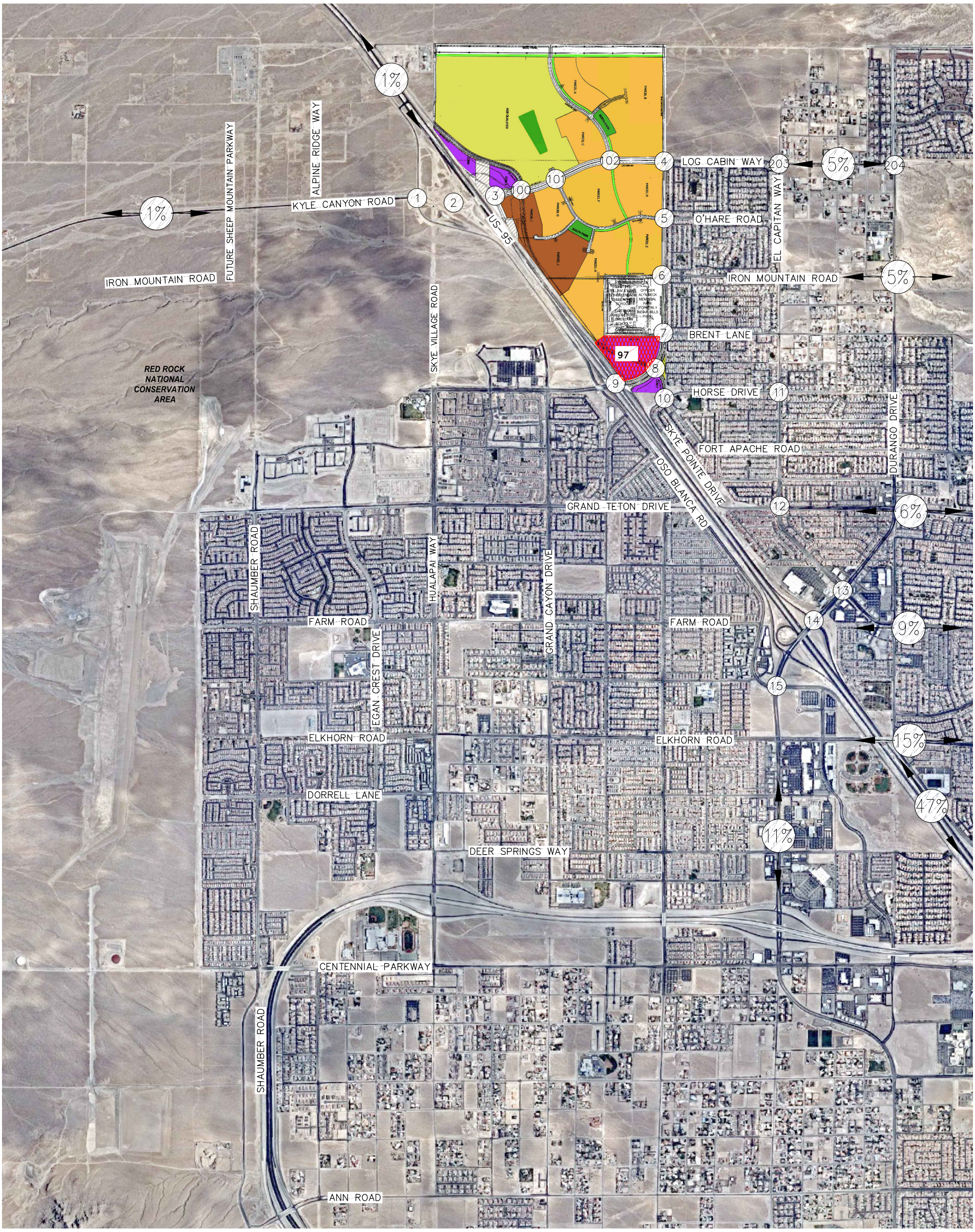
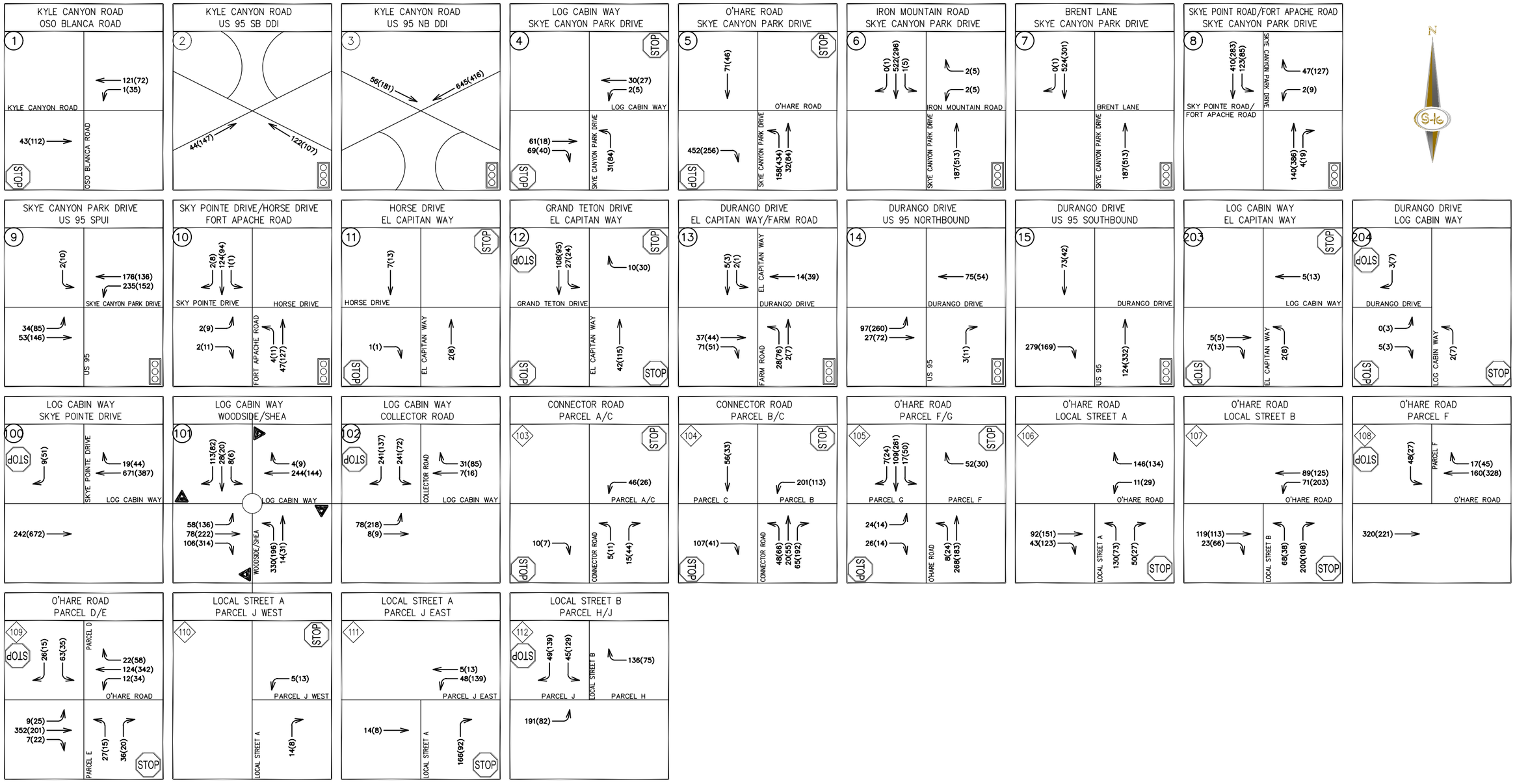


FIGURE 5.7

SUNSTONE
COMMERCIAL TRIP DISTRIBUTION (ZONE 97)

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Figure 5.8 – Sunstone Full Buildout Traffic Assignment

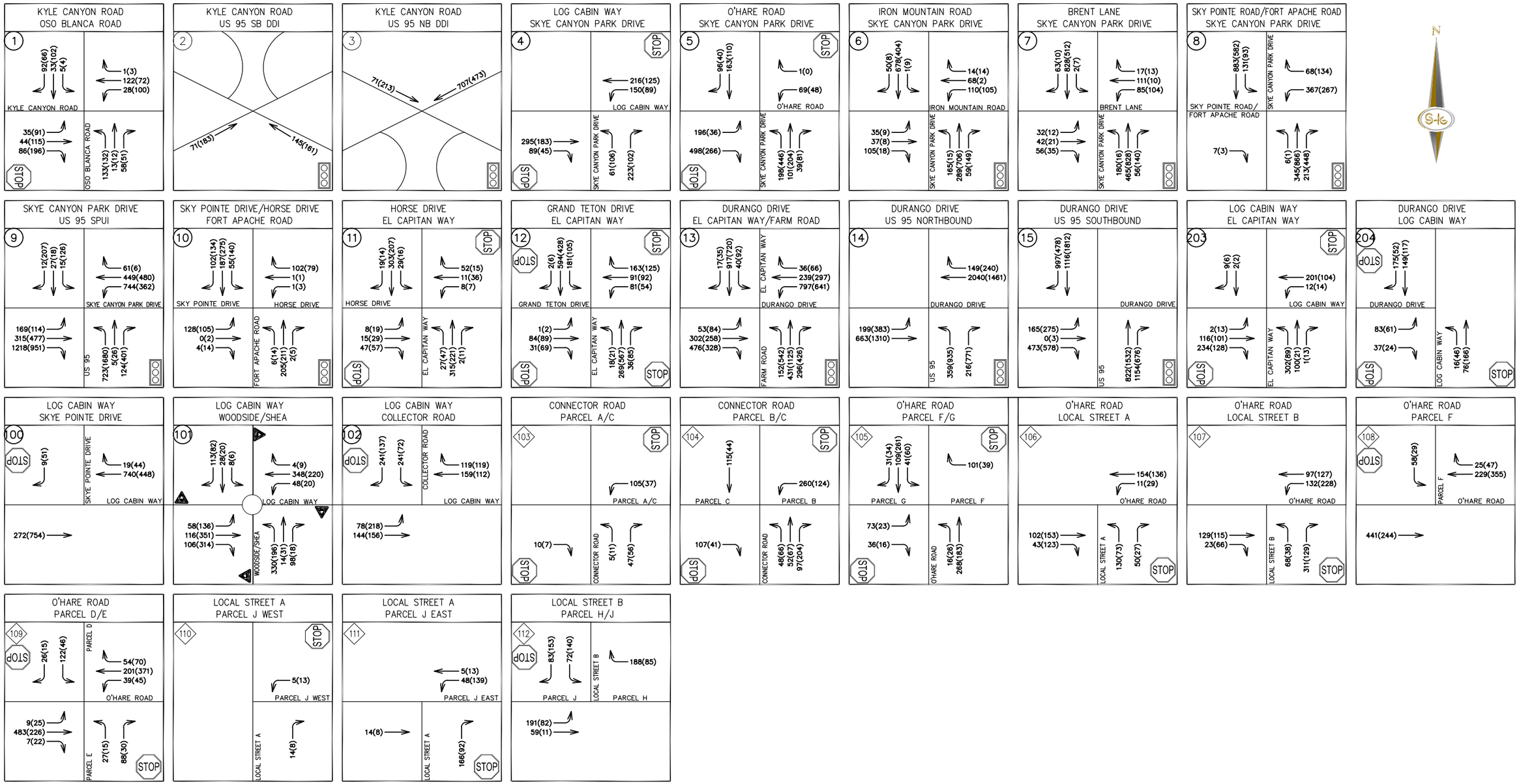


SUNSTONE
2030 FULL BUILDOUT TRAFFIC ASSIGNMENT

FIGURE 5.8

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Figure 5.9 – Sunstone Full Buildout Traffic Volumes



SUNSTONE
2030 FULL BUILDOUT TRAFFIC VOLUMES

FIGURE 5.9

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SECTION 6. TRAFFIC CAPACITY ANALYSIS

Analyses were conducted at the study area intersections identified in **Section 3.2** for the 2018 existing conditions, the anticipated 2030 Background and 2030 full Buildout conditions. The purposes of these analyses are to identify potential capacity constraints in the existing and future study area street network and to quantify the impacts of the Sunstone development.

6.1 OPERATIONAL ANALYSIS METHODOLOGY

The study intersections were analyzed using PTV Vistro Version 7.00-00 Traffic Engineering Software. Level of Service (LOS) analyses within Vistro for signalized and stop controlled intersections were calculated and reported using the average total delay analysis methodology as presented in the Transportation Research Board's *Highway Capacity Manual (HCM2010)*. HCM2010 describes LOS as *"a qualitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst."* **Table 4** summarizes the average total delay criteria for LOS A through F.

Table 4 – Level of Service Criteria

Level of Service	Signalized Intersection Average Total Delay (seconds/vehicle)	Stop Controlled Intersection Average Total Delay (seconds/vehicle)
A	≤10	10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Highway Capacity Manual (HCM2010), Transportation Research Board

6.2 STUDY INTERSECTION OPERATIONAL ANALYSIS

Level of Service analyses for the study intersections are provided for the 2018 existing, 2030 Background and 2030 full Buildout total traffic scenarios. The analyses are based on the lane configurations, traffic control and traffic volumes as illustrated in the following:

- 2018 Existing Conditions: **Figure 3.1 and Figure 3.2**
- 2030 Background Conditions: **Figure 4.1 and Figure 4.12**
- 2030 Full Buildout Total Traffic Conditions: **Figure 5.2 and Figure 5.8**

Summary reports from the LOS analyses are provided for all study intersections in **Appendix H.** All intersections were analyzed using the lowest level of traffic control that provided an acceptable intersection LOS. Analyses for signalized intersections were completed using the standard FAST 140-second cycle length with optimized splits and a 4-second yellow and 2-second all-red clearance interval. A 140-second cycle was used to provide consistency between signalized intersections, analysis scenarios and the previously approved study. **Table 5** summarizes the HCM2010 LOS analysis results at the study intersections. All intersections are

anticipated to operate with acceptable LOS in the AM and PM peak hours with the following notable exceptions:

- **Intersection 9: Skye Canyon Park Drive and US 95 SPUI –** The overall PM peak hour intersection level of service degrades from LOS D during the Background scenario to LOS E during the Background plus Project scenario. Since the intersection is fully developed with dual left turn lanes, exclusive right turn lanes, and signal control, the City of Las Vegas should monitor this intersection as development continues and implement signal timing plan modifications that minimize overall delay.
- **Intersection 13: Durango Drive and El Capitan Way/Farm Road –** The overall AM peak hour intersection level of service degrades from LOS E during the Background scenario to LOS F during the Background plus Project scenario. Since the interchange is fully developed with dual left turn lanes, exclusive right turn lanes, and signal control, the City of Las Vegas should monitor this intersection as development continues and implement signal timing plan modifications that minimize overall delay.
- **Intersection 15: Durango Drive and US 95 SB Ramp –** The overall AM peak hour intersection level of service degrades from LOS D during the Background scenario to LOS F during the Background plus Project scenario. Since the interchange is fully developed with dual left turn lanes, exclusive right turn lanes, and signal control, the City of Las Vegas should monitor this intersection as development continues and implement signal timing plan modifications that minimize overall delay.

Some all-way and two-way stop-controlled intersections have turning movements that are anticipated to operate with long delays during the Background scenario and the Background plus Project scenario. These movements are anticipated to operate similarly to other non-signalized intersections throughout the Las Vegas Valley and traffic is expected to divert to alternate routes under periods of peak demand if wait times become excessive.

Table 5 – Key Intersection LOS Analysis

Int #	Intersection	Condition	Peak Hour	EB Approach LOS			WB Approach LOS			NB Approach LOS			SB Approach LOS			INT Delay (LOS)
				L	T	R	L	T	R	L	T	R	L	T	R	
1	Kyle Canyon Road and Oso Blanca Road	Existing (TWSC)	AM	B			A			A			A			3.9 (A)
			PM	B			N/A			A			A			6.0 (B)
		Background (TWSC)	AM	A	-		A	-		B		A	A			8.4 (A)
			PM	A	-		A	-		C		A	B			9.9 (A)
		Full Buildout (TWSC)	AM	A	-		A	-		C		A	B			7.5 (A)
			PM	A	-		B	-		E		A	C			12.6 (B)
2	Kyle Canyon Road and US 95 SB DDI	Existing (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Background (Signalized)	AM	C			C			N/A			N/A			20.8 (C)
			PM	C			C			N/A			N/A			21.0 (C)
		Full Buildout (Signalized)	AM	C			C			N/A			N/A			21.6 (C)
			PM	C			C			N/A			N/A			22.0 (C)
3	Kyle Canyon Road and US 95 NB DDI	Existing (N/A)		N/A												N/A
				N/A												N/A
		Background (Signalized)	AM	C			C			N/A			N/A			21.1 (C)
			PM	B			B			N/A			N/A			19.9 (B)
		Full Buildout (Signalized)	AM	C			C			N/A			N/A			27.9 (C)
			PM	C			C			N/A			N/A			22.8 (C)
4	Log Cabin Way and Skye Canyon Park Drive	Existing (N/A)		N/A												N/A
				N/A												N/A
		Background (TWSC)	AM	-	B	A	D	B		A	-		-			11.4 (C)
			PM	-	B	A	B	B		A	-		-			8.4 (A)
		Full Buildout (TWSC)	AM	-	B	A	E	B		A	-		-			14.8 (B)
			PM	-	B	A	C	B		A	-		-			10.3 (B)
5	Skye Canyon Park Drive and O'Hare Road	Existing (TWSC)	AM	N/A			A	-	A	-	A		-	A		4.1 (A)
			PM	N/A			A	-	-	-	A		-	A		2.2 (A)
		Background (TWSC)	AM	B	A		B	-	A	A	A		-	A		6.5 (A)
			PM	A	A		B	-	-	A	A		-	A		2.6 (A)
		Full Buildout (TWSC)	AM	E	C		F	-	A	B	A		-	A		23.3 (C)
			PM	E	B		F	-	-	B	A		-	A		11.3 (B)
6	Skye Canyon Park Drive and Iron Mountain Road	Existing (Signalized)	AM	C			C			C			C			30.0 (C)
			PM	C			C			B			C			22.3 (C)
		Background (Signalized)	AM	C			C			C			C			24.5 (C)
			PM	C			C			B			C			21.9 (C)
		Full Buildout (Signalized)	AM	C			C			C			C			26.3 (C)
			PM	C			C			B			C			21.5 (C)
7	Skye Canyon Park Drive and Brent Lane	Existing (Signalized)	AM	C			C			C			D			33.6 (C)
			PM	C			C			C			C			26.8 (C)
		Background (Signalized)	AM	C			C			C			C			27.2 (C)
			PM	C			C			C			C			27.0 (C)
		Full Buildout (Signalized)	AM	C			C			C			C			29.2 (C)
			PM	C			C			C			C			28.6 (C)

Table 5 – Key Intersection LOS Analysis (Continued)

Int #	Intersection	Condition	Peak Hour	EB Approach			WB Approach			NB Approach			SB Approach			INT Delay (LOS)
				L	T	R	L	T	R	L	T	R	L	T	R	
8	Skye Canyon Park Drive and Sky Pointe/Fort Apache Road	Existing (Signalized)	AM		C			D			D			B		28.6 (C)
			PM		D			D			C			D		26.6 (C)
		Background (Signalized)	AM		D			D			D			D		44.1 (D)
			PM		D			D			D			C		38.0 (D)
		Full Buildout (Signalized)	AM		D			D			D			D		44.7 (D)
			PM		D			D			D			C		39.8 (D)
9	Skye Canyon Park Drive and US 95 SPUI	Existing (Signalized)	AM		D			D			D			D		39.3 (D)
			PM		D			D			D			C		41.2 (D)
		Background (Signalized)	AM		D			D			D			C		43.7 (D)
			PM		E			D			E			B		53.7 (D)
		Full Buildout (Signalized)	AM		D			D			D			C		45.4 (D)
			PM		E			E			E			B		60.9 (E)
10	Fort Apache Road and Skye Pointe Drive/Horse Drive	Existing (Signalized)	AM		C			C			C			C		24.8 (C)
			PM		C			C			C			C		22.6 (C)
		Background (Signalized)	AM		C			C			C			C		25.2 (C)
			PM		C			C			C			C		24.4 (C)
		Full Buildout (Signalized)	AM		C			C			C			C		25.6 (C)
			PM		C			C			C			C		24.4 (C)
11	Horse Drive and El Capitan Way	Existing (TWSC)	AM	C		B	B		C	A		A	A		A	1.9 (A)
			PM	B		B	B		B	A		A	A		A	2.5 (A)
		Background (TWSC)	AM	C		C	C		C	A		A	A		A	2.6 (A)
			PM	B		C	C		C	A		A	A		A	4.0 (A)
		Full Buildout (TWSC)	AM	C		C	C		C	A		A	A		A	2.6 (A)
			PM	B		C	C		C	A		A	A		A	3.9 (C)
12	El Capitan Way and Grand Teton Drive	Existing (AWSC)	AM		A			B			B			B		11.4 (B)
			PM		B			B			C			B		14.9 (B)
		Background (AWSC)	AM		B			B			B			B		13.1 (B)
			PM		B			B			C			B		16.4 (B)
		Full Buildout (AWSC)	AM		B			B			C			C		15.6 (C)
			PM		B			B			F			B		30.3 (D)
13	Durango Drive and El Capitan Way/Farm Road	Existing (Signalized)	AM		E			E			E			E		68.0 (E)
			PM		E			D			E			E		56.3 (E)
		Background (Signalized)	AM		E			E			E			F		79.8 (E)
			PM		E			E			E			E		59.9 (E)
		Full Buildout (Signalized)	AM		F			F			F			F		99.8 (F)
			PM		E			E			E			E		65.1 (E)
14	Durango Drive and US 95 Northbound	Existing (Signalized)	AM		-			D			B			D		40.8 (D)
			PM		-			D			C			D		39.1 (D)
		Background (Signalized)	AM		-			D			B			D		41.1 (D)
			PM		-			D			C			D		39.4 (D)
		Full Buildout (Signalized)	AM		-			D			B			D		41.8 (D)
			PM		-			D			C			D		43.3 (D)

Table 5 – Key Intersection LOS Analysis (Continued)

Int #	Intersection	Condition	Peak Hour	EB Approach			WB Approach			NB Approach			SB Approach			INT Delay (LOS)
				L	T	R	L	T	R	L	T	R	L	T	R	
15	Durango Drive and US 95 Southbound	Existing (Signalized)	AM	E			N/A			D			A			29.9 (B)
			PM	D			N/A			C			C			31.3 (C)
		Background (Signalized)	AM	F			N/A			E			A			47.7 (D)
			PM	D			N/A			C			C			30.6 (C)
		Full Buildout (Signalized)	AM	F			N/A			F			B			97.3 (F)
			PM	D			N/A			D			C			39.9 (D)
100	Log Cabin Way and Skye Pointe Drive	Existing (N/A)		N/A												N/A
				N/A												N/A
		Background (TWSC)		N/A												N/A
				N/A												N/A
		Full Buildout (TWSC)	AM	-	A	-	-	A	A	N/A			-		B	0.1 (A)
			PM	-	A	-	-	A	A	N/A			-		B	0.4 (A)
101	Log Cabin Way and Woodside/Shea	Existing (N/A)		N/A												N/A
				N/A												N/A
		Background (Roundabout)		N/A												N/A
				N/A												N/A
		Full Buildout (Roundabout)	AM	A			A			A			A			8.3 (A)
			PM	A			A			A			A			7.3 (A)
102	Log Cabin Way and Collector Road	Existing (N/A)		N/A												N/A
				N/A												N/A
		Background (N/A)		N/A												N/A
				N/A												N/A
		Full Buildout (TWSC)	AM	A	A	-	-	A	A	N/A			C	-	B	8.6 (A)
			PM	B	A	-	-	A	A	N/A			C	-	B	6.1 (A)
103	Connector Road and Parcel A/C	Existing (N/A)		N/A												N/A
				N/A												N/A
		Background (N/A)		N/A												N/A
				N/A												N/A
		Full Buildout (TWSC)	AM	-	-	A	A	-	-	A	-	A	-			6.6 (A)
			PM	-	-	A	A	-	-	A	-	A	-			4.3 (A)
104	Connector Road and Parcel B/C	Existing (N/A)		N/A												N/A
				N/A												N/A
		Background (N/A)		N/A												N/A
				N/A												N/A
		Full Buildout (TWSC)	AM	-	-	A	C	-	-	A	A	A	-	A	-	8.8 (A)
			PM	-	-	A	B	-	-	A	A	A	-	A	-	4.5 (A)
105	O'Hare Road and Parcel F/G	Existing (N/A)		N/A												N/A
				N/A												N/A
		Background (N/A)		N/A												N/A
				N/A												N/A
		Full Buildout (TWSC)	AM	C		A		-	B	A			A			4.8 (A)
			PM	C		A		-	A	A			A			2.4 (A)

Table 5 – Key Intersection LOS Analysis (Continued)

Int #	Intersection	Condition	Peak Hour	EB Approach			WB Approach			NB Approach			SB Approach			INT Delay (LOS)
				L	T	R	L	T	R	L	T	R	L	T	R	
106	O'Hare Road and Local Street A	Existing (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Background (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Full Buildout (TWSC)	AM	A			A			B	-	A	N/A			4.3 (A)
			PM	A			A			B	-	A	N/A			2.5 (A)
107	O'Hare Road and Local Street B	Existing (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Background (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Full Buildout (TWSC)	AM	A			A			B	-	B	N/A			7.4 (A)
			PM	A			A			C	-	A	N/A			5.4 (A)
108	O'Hare Road and Parcel F	Existing (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Background (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Full Buildout (TWSC)	AM	-	A	-	-	A	A	N/A			C	-	-	1.3 (A)
			PM	-	A	-	-	A	A	N/A			B	-	-	0.6 (A)
109	O'Hare Road and Parcel D/E	Existing (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Background (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Full Buildout (TWSC)	AM	A			A			C	-	B	F	-	A	8.7 (A)
			PM	A			A			C	-	A	C	-	B	2.6 (A)
110	Local Street A and J West	Existing (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Background (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Full Buildout (TWSC)	AM	N/A			A	-	-	-	A		A		-	2.1 (A)
			PM	N/A			A	-	-	-	A		A		-	5.3 (A)
111	Local Street A and Parcel J West	Existing (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Background (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Full Buildout (TWSC)	AM	-	A	-	A	-	-	N/A		A	N/A			8.0 (A)
			PM	-	A	-	A	-	-	N/A		A	N/A			7.3 (A)
112	Local Street B and Parcel H/J	Existing (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Background (N/A)	AM	N/A												N/A
			PM	N/A												N/A
		Full Buildout (TWSC)	AM	A	-	-	-	-	A	N/A			C	-	B	6.7 (A)
			PM	A	-	-	-	-	A	N/A			B	-	B	8.5 (A)

Table 5 – Key Intersection LOS Analysis (Continued)

Int #	Intersection	Condition	Peak Hour	EB Approach			WB Approach			NB Approach			SB Approach			INT Delay (LOS)
				L	T	R	L	T	R	L	T	R	L	T	R	
203	El Capitan and Log Cabin Way	Existing (TWSC)	AM	A			A			A			A			7.6 (A)
			PM	A			A			A			A			7.4 (A)
		Background (TWSC)	AM	C			F			A			A			22.2 (C)
			PM	B			B			A			A			9.5 (A)
		Full Buildout (TWSC)	AM	C			F			A			A			23.8 (C)
			PM	B			B			A			A			9.9 (A)
204	Durango Drive and Log Cabin Way	Existing (AWSC)	AM	A			-			A			A			8.5 (A)
			PM	A			-			A			A			8.3 (A)
		Background (AWSC)	AM	A			-			A			A			8.4 (A)
			PM	A			-			A			A			8.3 (A)
		Full Buildout (AWSC)	AM	A			-			A			A			8.5 (A)
			PM	A			-			A			A			8.4 (A)

6.3 LEFT TURN STORAGE BAY ANALYSIS

An analysis of all left turn storage bays that are expected to convey project-generated traffic at the study intersections was conducted for the following scenarios:

- 2018 Existing Conditions: **Figure 3.1 and Figure 3.2**
- 2030 Background Conditions: **Figure 4.1 and Figure 4.12**
- 2030 Full Buildout Total Traffic Conditions: **Figure 5.2 and Figure 5.8**

The analysis uses the left turn queue lengths reported by Vistro. **Table 6** summarizes the results of the analysis based on the anticipated traffic control required at full Buildout of the Sunstone project for defined left turn storage bays. The desired storage reported in **Table 6** is the larger of the AM and PM values. Detailed calculations for all left turn movements are provided in **Appendix H.** All impacted left turn storage bays are anticipated to have adequate storage for Year 2030 Background plus Project scenarios with the following exceptions:

- **Intersection 10 - Fort Apache Road and Sky Pointe Drive / Horse Drive: EB to NB left turn –** The anticipated queue for the left turn volumes for this movement in the Year 2030 Background condition are anticipated to exceed the existing storage length. This is also true for the Year 2030 Background plus Project scenario. The City of Las Vegas should monitor this intersection as development continues and implement a signal timing plan that reduces this left turn queue.
- **Intersection 13 - Durango Drive and El Capitan Way/Farm Road : NB to WB left turn –** The anticipated queue for the left turn volumes for this movement in the Year 2030 Background plus Project scenario are anticipated to exceed the existing storage length. The City of Las Vegas should monitor this intersection as development continues and implement a signal timing plan that reduces this left turn queue.

No additional right of way for added left turn lanes per USDCCA 201.1 is anticipated to be required at any of the major study intersections.

Table 6 – Left Turn Storage Bay Analysis

Intersection Left Turn Movement		Available/Desired Storage per Lane (ft)					
		2018 Existing		2030 Background		2030 Full Buildout Total Traffic	
		Storage	Vistro Queue	Storage	Vistro Queue	Storage	Vistro Queue
Intersection Control		**N/A**		**TWSC**		**TWSC**	
INT #1 – Kyle Canyon Road and Oso Blanca Road	WB	N/A	N/A	150	4	150	9
Intersection Control		**N/A**		**TWSC**		**TWSC**	
INT #4 – Skye Canyon Park Drive and Log Cabin Way	NB	N/A	N/A	300	2	300	8
	WB	N/A	N/A	300	47	300	110
Intersection Control		**N/A**		**TWSC**		**TWSC**	
INT #5 – Skye Canyon Park Drive and O'Hare Road	NB	N/A	N/A	300	4	300	60
Intersection Control		**Signalized**		**Signalized**		**Signalized**	
INT #6 – Skye Canyon Park Drive and Iron Mountain Road	SB	200	8	200	4	200	11
	WB	125	128	125	122	125	132
Intersection Control		**Signalized**		**Signalized**		**Signalized**	
INT #8 – Skye Canyon Park Drive and Sky Pointe Drive / Fort Apache Road	SB	550 dual	10	550 dual	6	550 dual	101
	WB	375 dual	233	375 dual	264	375 dual	268
Intersection Control		**Signalized**		**Signalized**		**Signalized**	
INT #9 – Skye Canyon Park Drive and US 95	SB	dual	70	dual	40	dual	46
	EB	550 dual	92	550 dual	97	550 dual	127
	WB	700 dual	296	700 dual	334	700 dual	485
Intersection Control		**Signalized**		**Signalized**		**Signalized**	
INT #10 – Fort Apache Road and Sky Pointe Drive/Horse Road	NB	150	8	150	3	150	8
	SB	350	122	350	147	350	157
	EB	125	122	**125**	**150**	**125**	**155**
Intersection Control		**AWSC**		**AWSC**		**AWSC**	
INT #12 –El Capitan Way and Grand Teton Drive	SB	TWLTL	36	TWLTL	34	TWLTL	45
Intersection Control		**Signalized**		**Signalized**		**Signalized**	
INT #13 – Durango Drive and El Capitan Way	NB	425 dual	321	425 dual	350	**425 dual**	**426**
	SB	200 dual	112	200 dual	82	200 dual	88

Table 6 – Left Turn Storage Bay Analysis (Continued)

Intersection Left Turn Movement		Available/Desired Storage per Lane (ft)					
		2018 Existing		2030 Background		2030 Full Buildout Total Traffic	
		Storage	Vistro Queue	Storage	Vistro Queue	Storage	Vistro Queue
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #101 – Log Cabin Way and Woodside-Shea / O'Hare Road	NB	N/A	N/A	N/A	N/A	Shared	72
	SB	N/A	N/A	N/A	N/A	Shared	1
	EB	N/A	N/A	N/A	N/A	Shared	40
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #102 – Log Cabin Way and Collector Road	SB	N/A	N/A	N/A	N/A	entire lane	73
	EB	N/A	N/A	N/A	N/A	100	24
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #103 – Collector Road and Parcel A/C	NB	N/A	N/A	N/A	N/A	100	1
	WB	N/A	N/A	N/A	N/A	On-site	10
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #104 – Collector Road and Parcel B/C	NB	N/A	N/A	N/A	N/A	100	3
	WB	N/A	N/A	N/A	N/A	On-site	70
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #105 – O'Hare Road and Parcel F/G	NB	N/A	N/A	N/A	N/A	Shared	2
	SB	N/A	N/A	N/A	N/A	Shared	3
	EB	N/A	N/A	N/A	N/A	On-site	22
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #106 - O'Hare Road and Parcel A	NB	N/A	N/A	N/A	N/A	On-site	20
	WB	N/A	N/A	N/A	N/A	Shared	1
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #107 – O'Hare Road and Parcel B	NB	N/A	N/A	N/A	N/A	On-site	15
	WB	N/A	N/A	N/A	N/A	Shared	15
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #108 – O'Hare Road and Parcel F	SB	N/A	N/A	N/A	N/A	On-site	15
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #109 – O'Hare Road and Parcel D/E	NB	N/A	N/A	N/A	N/A	On-site	10
	SB	N/A	N/A	N/A	N/A	On-site	104
	EB	N/A	N/A	N/A	N/A	Shared	1
	WB	N/A	N/A	N/A	N/A	Shared	3

Table 6 – Left Turn Storage Bay Analysis (Continued)

Intersection Left Turn Movement		Available/Desired Storage per Lane (ft)					
		2018 Existing		2030 Background		2030 Full Buildout Total Traffic	
		Storage	Vistro Queue	Storage	Vistro Queue	Storage	Vistro Queue
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #110 – Local Road A and Parcel J West	WB	N/A	N/A	N/A	N/A	On-site	1
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #111 – Local Road A and Parcel J East	WB	N/A	N/A	N/A	N/A	Shared	7
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #112 – Local Road B and Parcel H/J	SB	N/A	N/A	N/A	N/A	On-site	38
	EB	N/A	N/A	N/A	N/A	Shared	13
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #203 – El Capitan Way and Log Cabin Way	NB	N/A	N/A	N/A	N/A	Shared	17
Intersection Control		**N/A**		**N/A**		**TWSC**	
INT #204 – Durango Drive and Log Cabin Way	NB	N/A	N/A	N/A	N/A	Shared	13
	EB	N/A	N/A	N/A	N/A	Shared	14

6.4 RIGHT OF WAY REQUIREMENTS FOR EXCLUSIVE RIGHT TURN LANES

The City of Las Vegas requested an analysis in its Scope for Traffic Impact Analysis (see **Appendix A**) to determine whether right-of-way may be needed per USDCCA 201.1 for exclusive right turn lanes at major study intersections associated with the Sunstone project. The need for this right-of-way was assessed based on the projected travel demand at the major study intersections and the street sections published in the previously approved 2016 Master Traffic Impact Study Update for the Skye Canyon Master Planned Community.

No required right-of-way dedications for exclusive right turn lanes per USDCCA 201.1 are anticipated for this project.

SECTION 7. "GOLDEN TRIANGLE"

The City of Las Vegas requested an analysis in its scope (see **Appendix A**) to determine whether major facilities associated with the Sunstone project such as Log Cabin Way, the proposed Connector Road, and Skye Canyon Park Drive are sized to accommodate future development to and from an undeveloped parcel adjacent to the Upper Las Vegas Wash that is commonly referred to as the "Golden Triangle" and is roughly 1,170 acres in size (see **Figure 6.0**).

7.1 "GOLDEN TRIANGLE" TRIP GENERATION

Based on discussions with CLV staff regarding future development options, the analysis was completed assuming that this 1,170 acre area would be developed with up to 5,000 units of military housing. Trip generation for these 5,000 units is based on off-base military housing rates published in the ITE Journal. The trip generation is summarized in **Table 7** with additional information included in **Appendix I**.

Table 7 – "Golden Triangle" Military Housing Trip Generation

ITE Code	Land Use	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
N/A*	**Military Housing**	5,000 du	598	1,902	2,500	1,744	1,256	3,000
	Total		**598**	**1,902**	**2,500**	**1,744**	**1,256**	**3,000**

*Military Housing Trip Generation Study, *ITE Journal, Volume 68, Issue 5, May 1998.*

7.2 "GOLDEN TRIANGLE" TRIP DISTRIBUTION

It is highly unlikely that the "Golden Triangle" will be fully developed by 2030. Full development of the 1,170 acre project will require a new interchange with US95. To that end, based on discussions with CLV staff, it was determined that approximately 30% of the "Golden Triangle" traffic could travel south through the Sunstone roadway network. The remaining 70% of the "Golden Triangle" traffic is assumed to use the future US-95 interchange, potentially at the intersection of the Sheep Mountain Parkway alignment with US-95 (see **Figure 6.1**).

7.3 "GOLDEN TRIANGLE" TRIP ASSIGNMENT

"Golden Triangle" traffic assignment was calculated by applying the trip distribution percentages found in **Figure 6.1** to the "Golden Triangle" project trip generation found in **Table 7** and **Appendix I**. The "Golden Triangle" traffic assignment is illustrated on **Figure 6.2.**

7.4 "GOLDEN TRIANGLE" PROJECT TOTAL TRAFFIC VOLUMES

The combined impact of Sunstone Buildout traffic and "Golden Triangle" project traffic on the surrounding roadway network was determined by adding the "Golden Triangle" traffic assignment from **Figure 6.2** to the Sunstone full Buildout traffic volumes in **Figure 5.9**. These traffic volumes illustrated in **Figure 6.3** represent the anticipated traffic conditions in the study area at the time the Sunstone and "Golden Triangle" projects are fully developed and occupied.

7.5 "GOLDEN TRIANGLE" PROJECT STUDY INTERSECTION OPERATIONAL ANALYSIS

Level of Service analyses for the study intersections are provided for the scenario with the combined impact of Sunstone Buildout traffic and "Golden Triangle" project traffic. The analyses are based on the lane configurations, traffic control and traffic volumes as illustrated in the following:

- Sunstone Buildout + "Golden Triangle" Traffic Conditions: **Figure 5.3 and Figure 6.3**

Summary reports from the LOS analyses are provided for all study intersections in **Appendix H.** All intersections were analyzed using the lowest level of traffic control that provided an acceptable intersection LOS. Analyses for signalized intersections were completed using the standard FAST 140-second cycle length with optimized splits and a 4-second yellow and 2-second all-red clearance interval. A 140-second cycle was used to provide consistency between signalized intersections, analysis scenarios and the previously approved study. **Table 8** summarizes the HCM2010 LOS analysis results at the study intersections that carry "Golden Triangle" project traffic. All intersections are anticipated to operate with acceptable LOS in the AM and PM peak hours with the following notable exceptions:

- **Intersection 12: El Capitan Way and Grand Teton Drive –** The overall PM peak hour intersection level of service degrades from LOS D during the Sunstone Buildout scenario to LOS F during the Sunstone + Golden Triangle scenario. The City of Las Vegas should consider signal control to improve this intersection's Level of Service.

- **Intersection 13: Durango Drive and El Capitan Way/Farm Road –** The overall AM peak hour intersection level of service degrades from LOS E during the Sunstone Buildout scenario to LOS F during the Sunstone + Golden Triangle scenario. Since the interchange is fully developed with dual left turn lanes, exclusive right turn lanes, and signal control, the City of Las Vegas should monitor this intersection as development continues and implement signal timing plan modifications that minimize overall delay.

- **Intersection 203: El Capitan Way and Log Cabin Way –** The overall AM peak hour intersection level of service degrades from LOS C during the Sunstone Buildout scenario to LOS F during the Sunstone + Golden Triangle scenario. The City of Las Vegas should consider adding left and right turn lanes and different intersection control (i.e., all-way stop control or signal control) to improve operations.

Some all-way and two-way stop-controlled intersections have turning movements that are anticipated to operate with long delays during the Sunstone Buildout scenario and the Sunstone + Golden Triangle scenario. These movements are anticipated to operate similarly to other non-signalized intersections throughout the Las Vegas Valley and traffic is expected to divert to alternate routes under periods of peak demand if wait times become excessive.

Table 8 – Sunstone + "Golden Triangle" Key Intersection LOS Analysis

Int #	Intersection	Condition	Peak Hour	EB Approach LOS			WB Approach LOS			NB Approach LOS			SB Approach LOS			INT Delay (LOS)
				L	T	R	L	T	R	L	T	R	L	T	R	
3	Kyle Canyon Road and US 95 NB DDI	Existing (N/A)	N/A													N/A
			N/A													N/A
		Background (Signalized)	AM	C			C			N/A			N/A			21.1 (C)
			PM	B			B			N/A			N/A			19.9 (B)
		Full Buildout (Signalized)	AM	C			C			N/A			N/A			27.9 (C)
			PM	C			C			N/A			N/A			22.8 (C)
		Full Buildout + Golden Triangle (Signalized)	AM	C			D			N/A			N/A			36.5 (D)
			PM	C			C			N/A			N/A			25.2 (C)
4	Log Cabin Way and Skye Canyon Park Drive	Existing (N/A)	N/A													N/A
			N/A													N/A
		Background (TWSC)	AM	-	B	A	C	B		A	-		-			10.2 (C)
			PM	-	B	A	B	B		A	-		-			8.3 (A)
		Full Buildout (TWSC)	AM	-	B	A	E	B		A	-		-			14.8 (B)
			PM	-	B	A	C	B		A	-		-			10.3 (B)
		Full Buildout + Golden Triangle (TWSC)	AM	C	C	B	F	C		A	-		-			17.9 (C)
			PM	C	B	A	C	B		A	-		-			10.9 (B)
11	Horse Drive and El Capitan Way	Existing (TWSC)	AM	C	B		B	C		A	A		A	A		1.9 (A)
			PM	B	B		B	B		A	A		A	A		2.5 (A)
		Background (TWSC)	AM	C	C		C	C		A	A		A	A		2.5 (A)
			PM	B	C		C	C		A	A		A	A		3.9 (A)
		Full Buildout (TWSC)	AM	C	C		C	C		A	A		A	A		2.6 (A)
			PM	B	C		C	C		A	A		A	A		3.9 (C)
		Full Buildout + Golden Triangle (TWSC)	AM	D	D		C	D		A	A		A	A		2.3 (A)
			PM	C	C		C	C		A	A		A	A		3.4 (A)
12	El Capitan Way and Grand Teton Drive	Existing (AWSC)	AM	A			B			B			B			11.4 (B)
			PM	B			B			C			B			14.9 (B)
		Background (AWSC)	AM	B			B			C			B			14.2 (B)
			PM	B			B			C			B			17.1 (B)
		Full Buildout (AWSC)	AM	B			B			C			C			15.6 (C)
			PM	B			B			F			B			30.3 (D)
		Full Buildout + Golden Triangle (AWSC)	AM	B			C			D			D			27.0 (D)
			PM	B			B			F			C			84.3 (F)
13	Durango Drive and El Capitan Way/Farm Road	Existing (Signalized)	AM	E			E			E			E			68.0 (E)
			PM	E			D			E			E			56.3 (E)
		Background (Signalized)	AM	E			E			E			E			76.3 (E)
			PM	E			E			E			E			59.3 (E)
		Full Buildout (Signalized)	AM	F			F			F			F			99.8 (F)
			PM	E			E			E			E			65.1 (E)
		Full Buildout + Golden Triangle (Signalized)	AM	F			F			F			F			150.9 (F)
			PM	F			E			E			F			93.8 (F)

Table 8 – Sunstone + "Golden Triangle" Key Intersection LOS Analysis (Continued)

Int #	Intersection	Condition	Peak Hour	EB Approach			WB Approach			NB Approach			SB Approach			INT Delay (LOS)
				L	T	R	L	T	R	L	T	R	L	T	R	
14	Durango Drive and US 95 Northbound	Existing (Signalized)	AM	-			D			B			D			40.8 (D)
			PM	-			D			C			D			39.1 (D)
		Background (Signalized)	AM	-			D			B			D			41.1 (D)
			PM	-			D			C			D			39.4 (D)
		Full Buildout (Signalized)	AM	-			D			B			D			41.8 (D)
			PM	-			D			C			D			43.3 (D)
		Full Buildout + Golden Triangle (Signalized)	AM	-			D			B			F			63.1 (E)
			PM	-			E			C			E			51.4 (D)
100	Log Cabin Way and Skye Pointe Drive	Existing (N/A)		N/A												N/A
				N/A												N/A
		Background (TWSC)		N/A												N/A
				N/A												N/A
		Full Buildout (TWSC)	AM	-	A	-	-	A	A	N/A			-		B	0.1 (A)
			PM	-	A	-	-	A	A	N/A			-		B	0.4 (A)
		Full Buildout + Golden Triangle (TWSC)	AM	-	A	-	-	A	A	N/A			-		B	0.1 (A)
			PM	-	A	-	-	A	A	N/A			-		B	0.3 (A)
101	Log Cabin Way and Woodside/ Shea	Existing (N/A)		N/A												N/A
				N/A												N/A
		Background (Roundabout)		N/A												N/A
				N/A												N/A
		Full Buildout (Roundabout)	AM	A			A			A			A			8.3 (A)
			PM	A			A			A			A			7.3 (A)
		Full Buildout + Golden Triangle (TWSC)	AM	A			C			B			B			12.0 (B)
			PM	B			A			B			A			9.8 (A)
102	Log Cabin Way and Collector Road	Existing (N/A)		N/A												N/A
				N/A												N/A
		Background (N/A)		N/A												N/A
				N/A												N/A
		Full Buildout (TWSC)	AM	A	A	-	-	A	A	N/A			C	-	B	8.6 (A)
			PM	B	A	-	-	A	A	N/A			C	-	B	6.1 (A)
		Full Buildout + Golden Triangle (TWSC)	AM	A	A	-	-	A	A	N/A			F	-	C	22.1 (C)
			PM	A	A	-	-	A	A	N/A			F	-	B	9.0 (A)
103	Connector Road and Parcel A/C	Existing (N/A)		N/A												N/A
				N/A												N/A
		Background (N/A)		N/A												N/A
				N/A												N/A
		Full Buildout (TWSC)	AM	-	-	A	A	-	-	A	-	A	-			6.6 (A)
			PM	-	-	A	A	-	-	A	-	A	-			4.3 (A)
		Full Buildout + Golden Triangle (TWSC)	AM	-	-	A	B	-	-	A	-	A	A			3.1 (A)
			PM	-	-	A	B	-	-	A	-	A	A			1.4 (A)

Table 8 – Sunstone + "Golden Triangle" Key Intersection LOS Analysis (Continued)

Int #	Intersection	Condition	Peak Hour	EB Approach			WB Approach			NB Approach			SB Approach			INT Delay (LOS)
				L	T	R	L	T	R	L	T	R	L	T	R	
104	Connector Road and Parcel B/C	Existing (N/A)	N/A													N/A
			N/A													N/A
		Background (N/A)	N/A													N/A
			N/A													N/A
		Full Buildout (TWSC)	AM	-	-	A	C	-	-	A	A	A	-	A	-	8.8 (A)
			PM	-	-	A	B	-	-	A	A	A	-	A	-	4.5 (A)
		Full Buildout + Golden Triangle (TWSC)	AM	-	-	A	D	-	-	A	A	A	-	A	-	10.0 (A)
			PM	-	-	A	C	-	-	A	A	A	-	A	-	3.8 (A)
203	El Capitan and Log Cabin Way	Existing (TWSC)	AM	A			A			A			A			7.6 (A)
			PM	A			A			A			A			7.4 (A)
		Background (TWSC)	AM	C			F			A			A			24.1 (C)
			PM	B			B			A			A			9.5 (A)
		Full Buildout (TWSC)	AM	C			F			A			A			23.8 (C)
			PM	B			B			A			A			9.9 (A)
		Full Buildout + Golden Triangle (TWSC)	AM	F			F			A			A			2891 (F)
			PM	C			C			A			A			8.2 (A)

7.6 "GOLDEN TRIANGLE" PROJECT LEFT TURN STORAGE ANALYSIS

An analysis of all left turn storage bays that are expected to convey traffic generated by Sunstone and the "Golden Triangle" at the study intersections was conducted for the following scenarios:

- Sunstone Buildout + "Golden Triangle" Traffic Conditions: **Figure 5.3 and Figure 6.3**

The analysis uses the left turn queue lengths reported by Vistro. **Table 9** summarizes the results of the analysis based on the anticipated traffic control required at full Buildout of the Sunstone project for defined left turn storage bays. The desired storage reported in **Table 9** is the larger of the AM and PM values. Detailed calculations for all left turn movements are provided in **Appendix H.** All impacted left turn storage bays are anticipated to have adequate storage for Year 2030 Background plus Project scenarios with the following exceptions:

- **Intersection 13 - Durango Drive and El Capitan Way/Farm Road : NB to WB left turn**
  The anticipated queue for the left turn volumes for this movement in the Sunstone + Golden Triangle scenario are anticipated to exceed the existing storage length. The City of Las Vegas should monitor this intersection as development continues and implement a signal timing plan that reduces this left turn queue.

No additional right of way for added left turn lanes per USDCCA 201.1 is anticipated to be required at any of the major study intersections.

Table 9 – Sunstone + "Golden Triangle" Left Turn Storage Bay Analysis

Intersection Left Turn Movement		Available/Desired Storage per Lane (ft)							
		2018 Existing		2030 Background		2030 Full Buildout Total Traffic		Sunstone + "Golden Triangle" Project Traffic	
		Storage	Vistro Queue	Storage	Vistro Queue	Storage	Vistro Queue	Storage	Vistro Queue
Intersection Control		**N/A**		**TWSC**		**TWSC**		**TWSC**	
INT #4 – Skye Canyon Park Drive and Log Cabin Way	NB	N/A	N/A	300	2	300	8	300	9
	WB	N/A	N/A	300	47	300	110	300	150
Intersection Control		**AWSC**		**AWSC**		**AWSC**		**AWSC**	
INT #12 –El Capitan Way and Grand Teton Drive	SB	TWLTL	36	TWLTL	34	TWLTL	45	TWLTL	50
Intersection Control		**Signalized**		**Signalized**		**Signalized**		**Signalized**	
INT #13 – Durango Drive and El Capitan Way	NB	425 dual	321	425 dual	350	**425 dual**	**426**	**425 dual**	**810**
	SB	200 dual	112	200 dual	82	200 dual	88	200 dual	88
Intersection Control		**N/A**		**N/A**		**Roundabout**		**Roundabout**	
INT #101 – Log Cabin Way and Woodside-Shea / O'Hare Road	NB	N/A	N/A	N/A	N/A	Shared	72	Shared	85
	SB	N/A	N/A	N/A	N/A	Shared	1	Shared	35
	EB	N/A	N/A	N/A	N/A	Shared	40	Shared	95
Intersection Control		**N/A**		**N/A**		**TWSC**		**TWSC**	
INT #102 – Log Cabin Way and Collector Road	SB	N/A	N/A	N/A	N/A	entire lane	73	entire lane	240
	EB	N/A	N/A	N/A	N/A	100	24	100	36
Intersection Control		**N/A**		**N/A**		**TWSC**		**TWSC**	
INT #103 – Collector Road and Parcel A/C	NB	N/A	N/A	N/A	N/A	100	1	100	1
	WB	N/A	N/A	N/A	N/A	On-site	10	On-site	14
Intersection Control		**N/A**		**N/A**		**TWSC**		**TWSC**	
INT #104 – Collector Road and Parcel B/C	NB	N/A	N/A	N/A	N/A	100	3	100	4
	WB	N/A	N/A	N/A	N/A	On-site	70	On-site	122
Intersection Control		**N/A**		**N/A**		**TWSC**		**TWSC**	
INT #203 – El Capitan Way and Log Cabin Way	NB	N/A	N/A	N/A	N/A	Shared	17	Shared	21

7.7 ROUNDABOUT ANALYSIS

The performance of the roundabout at Log Cabin Way and O'Hare Road (Intersection #101) is one important criterion to determine whether the proposed roadway network is sufficient for the combined demands of the Sunstone project and the "Golden Triangle" project. Levels of Service for the roundabout were calculated using three independent software packages – VISTRO, HCS, and RODEL. The Vistro analysis is summarized in **Table 10** with detailed calculations provided in **Appendix H**.

Table 10 – Vistro Roundabout LOS Analysis

Int #	Intersection	Condition	Peak Hour	EB Approach			WB Approach			NB Approach			SB Approach			INT Delay (LOS)
				L	T	R	L	T	R	L	T	R	L	T	R	
101	Log Cabin Way and Woodside/ Shea	Existing (N/A)	N/A													N/A
			N/A													N/A
		Background (Roundabout)	N/A													N/A
			N/A													N/A
		Full Buildout (Roundabout)	AM	A			A			A			A			8.3 (A)
			PM	A			A			A			A			7.3 (A)
		Full Buildout + 30% Golden Triangle	AM	A			C			B			B			12.0 (B)
			PM	B			A			B			A			9.8 (A)

Level of Service for the roundabout were calculated using HCS are included in **Table 11**. Detailed calculations are available in **Appendix H**.

Table 11 – HCS Roundabout LOS Analysis

Int #	Intersection	Condition	Peak Hour	EB Approach			WB Approach			NB Approach			SB Approach			INT Delay (LOS)
				L	T	R	L	T	R	L	T	R	L	T	R	
101	Log Cabin Way and Woodside/ Shea	Existing (N/A)	N/A													N/A
			N/A													N/A
		Background (Roundabout)	N/A													N/A
			N/A													N/A
		Full Buildout (Roundabout)	AM	A			B			B			A			9.6 (A)
			PM	A			A			A			A			8.1 (A)
		Full Buildout + 30% Golden Triangle	AM	A			C			B			B			15.5 (C)
			PM	B			B			B			A			11.6 (B)

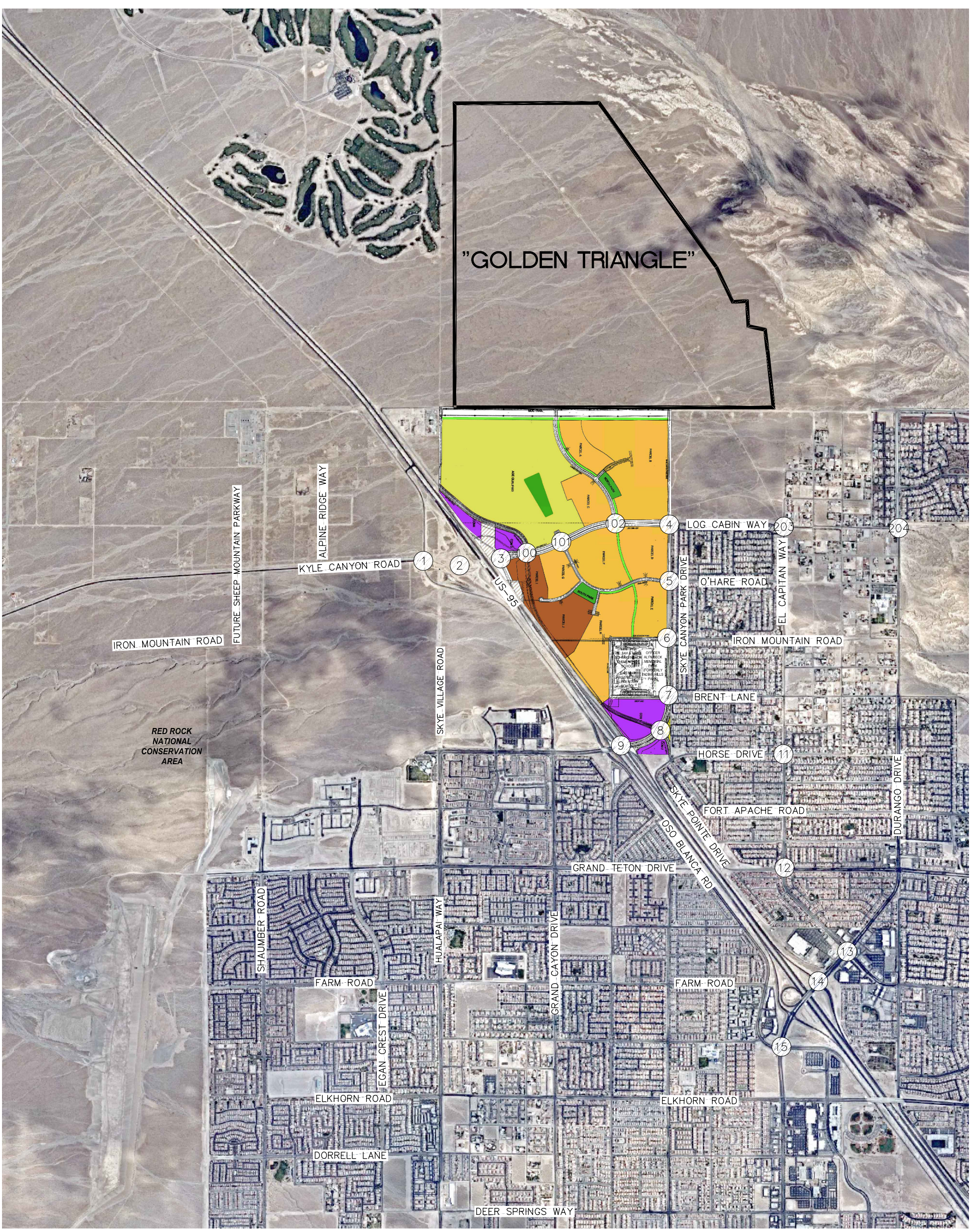
Roundabout performance was also evaluated using RODEL, an empirically based model that estimates roundabout capacity as a function of six geometric inputs and the circulatory flow. Level of Service for the roundabout were calculated using RODEL are included in **Table 12**. Detailed calculations are available in **Appendix J**.

Table 12 – RODEL Roundabout LOS Analysis

Int #	Intersection	Condition	Peak Hour	EB Approach			WB Approach			NB Approach			SB Approach			INT Delay (LOS)
				L	T	R	L	T	R	L	T	R	L	T	R	
101	Log Cabin Way and Woodside/ Shea	Existing (N/A)	N/A													N/A
			N/A													N/A
		Background (Roundabout)	N/A													N/A
			N/A													N/A
		Full Buildout (Roundabout)	AM	A			A			A			A			5.1 (A)
			PM	A			A			A			A			4.4 (A)
		Full Buildout + 30% Golden Triangle	AM	A			A			A			A			5.4 (A)
			PM	A			A			A			A			5.0 (A)

According to RODEL, the eastbound through volume can increase from 126 to 1,226 vehicles during the AM peak hour and from 351 to 1,501 vehicles during the PM peak hour before the roundabout reaches LOS D. The westbound through volume can increase from 378 to 1,478 vehicles during the AM peak hour and from 220 to 1,380 vehicles during the PM peak hour before the roundabout reaches LOS D. Based on the PM peak hour trip generation rate for military housing, a minimum of 1,933 military housing dwelling units (equivalent to 38% of the total PM peak hour traffic) are required to generate the traffic that creates LOS D at the roundabout.

Figure 6.0 – "Golden Triangle" Study Area



LEGEND

(X) STUDY INTERSECTION IDENTIFIER

FIGURE 6.0

SUNSTONE
"GOLDEN TRIANGLE" STUDY AREA

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Figure 6.1 – "Golden Triangle" Trip Distribution

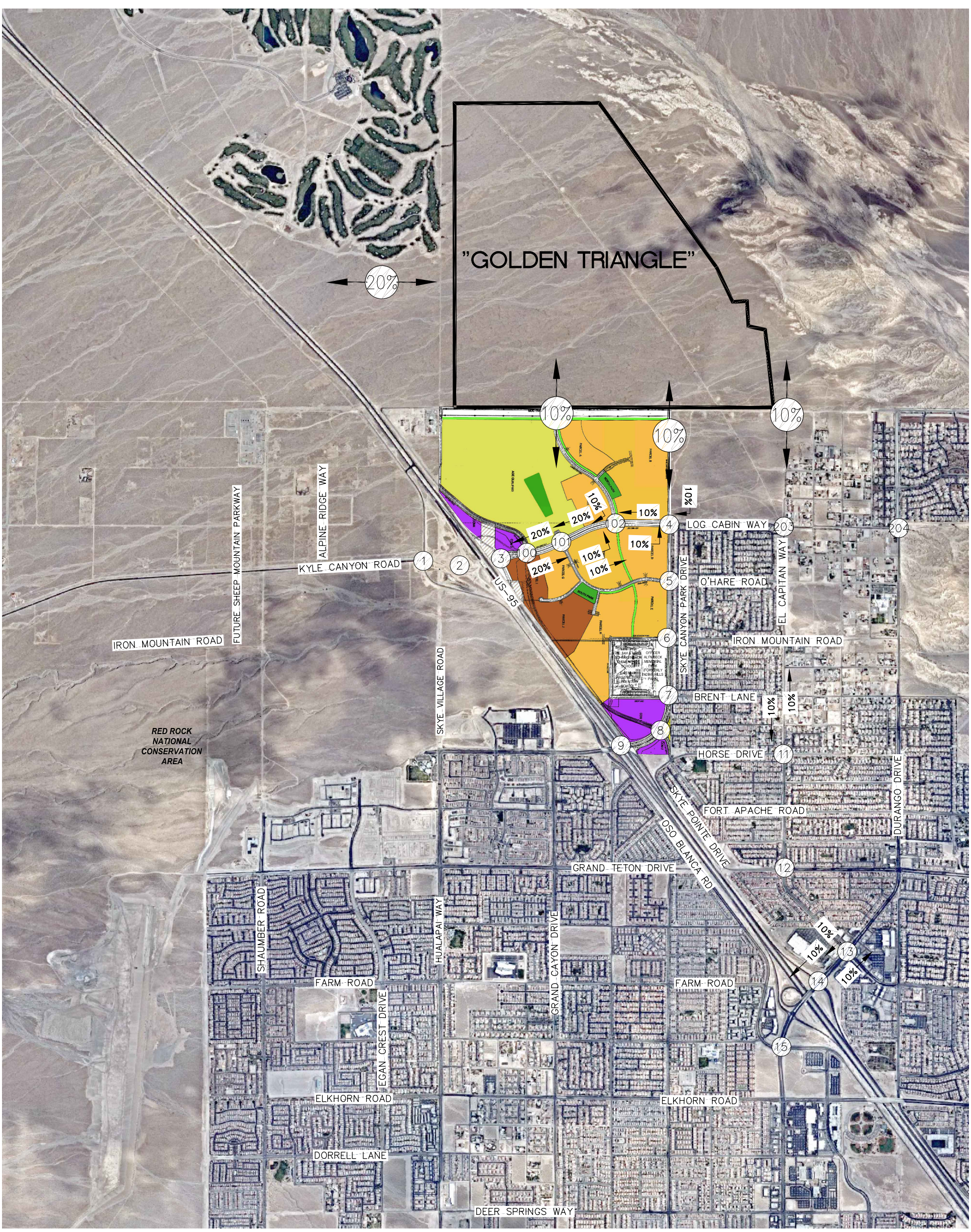
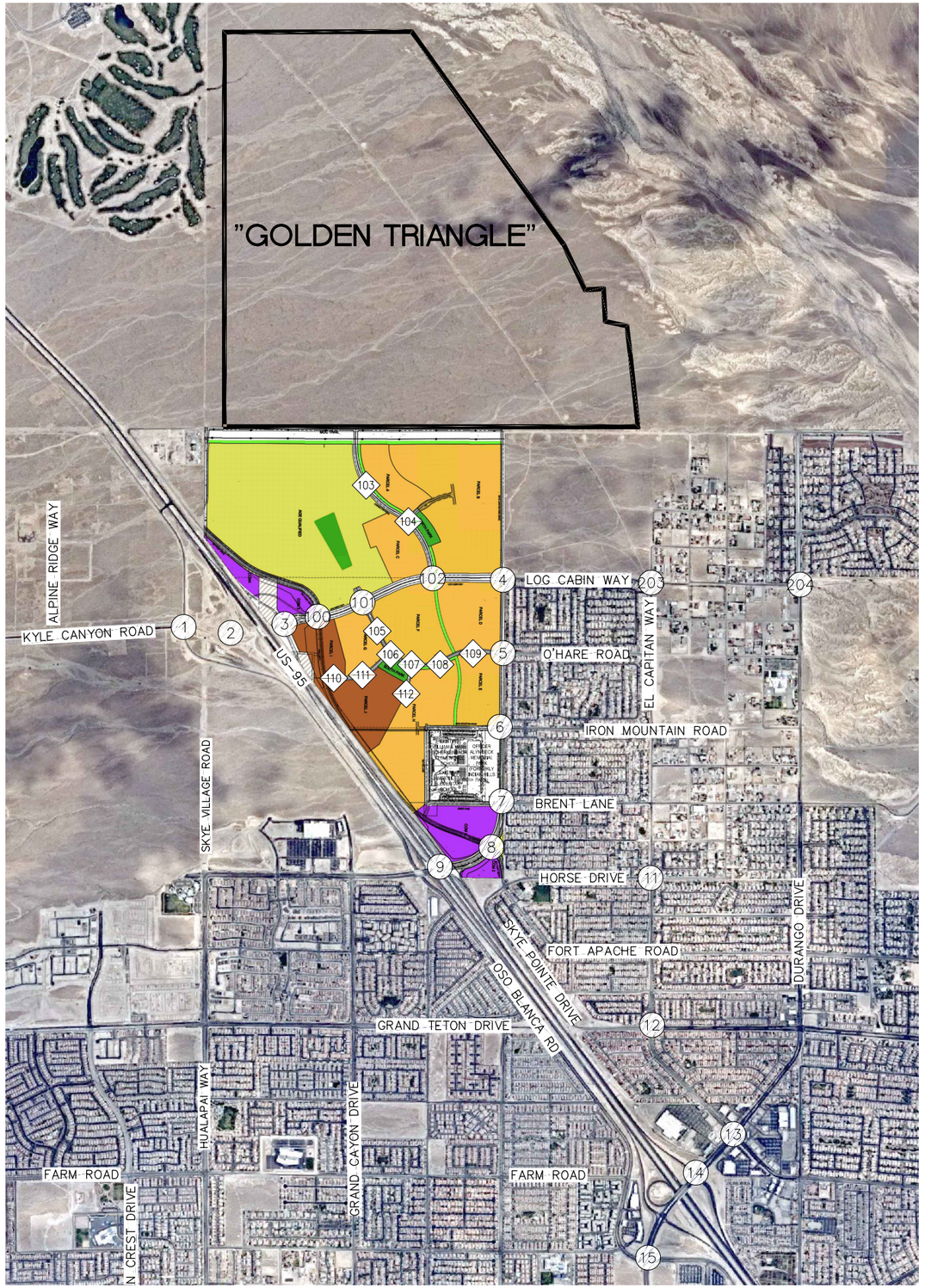
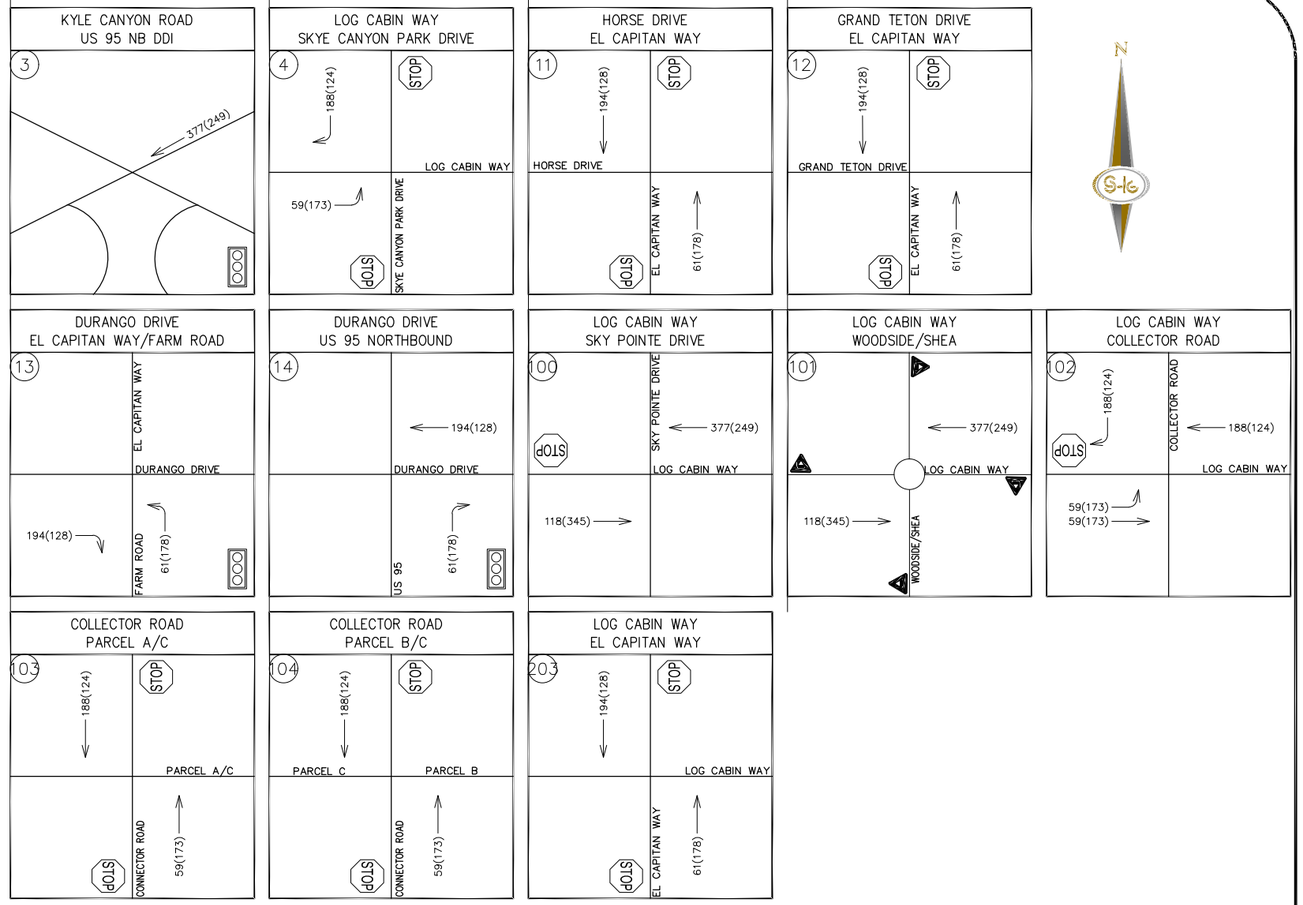

"GOLDEN TRIANGLE"
20%
10%
10%
10%
10%
20%
20%
20%
10%
10%
10%
10

Figure 6.2 – "Golden Triangle" Trip Assignment





LEGEND

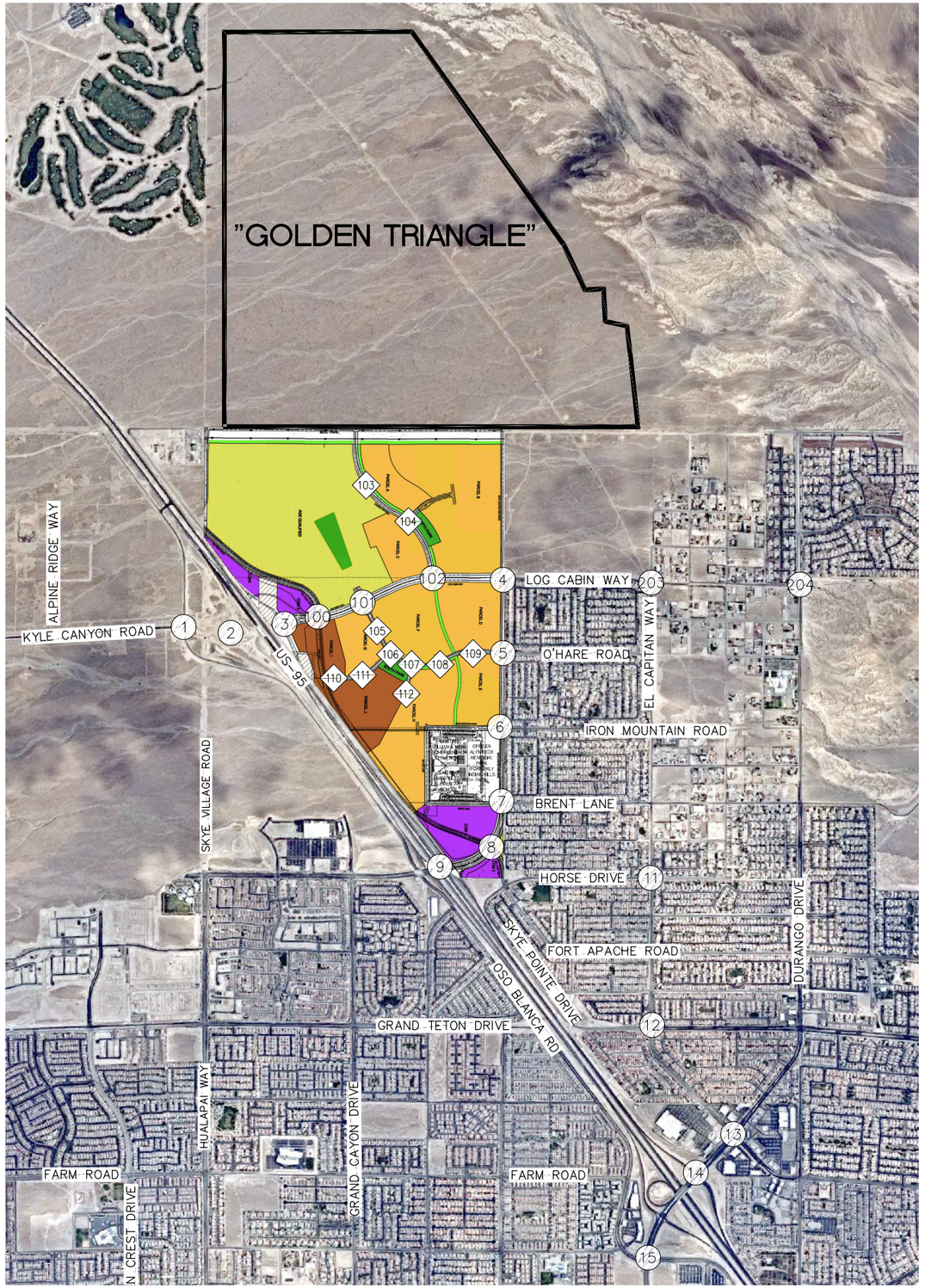
- (X) STUDY INTERSECTION IDENTIFIER
- ⟨X⟩ SUNSTONE INTERSECTION IDENTIFIER
- ⟵ XX (XX) AM(PM) PEAK HOUR TRAFFIC VOLUME

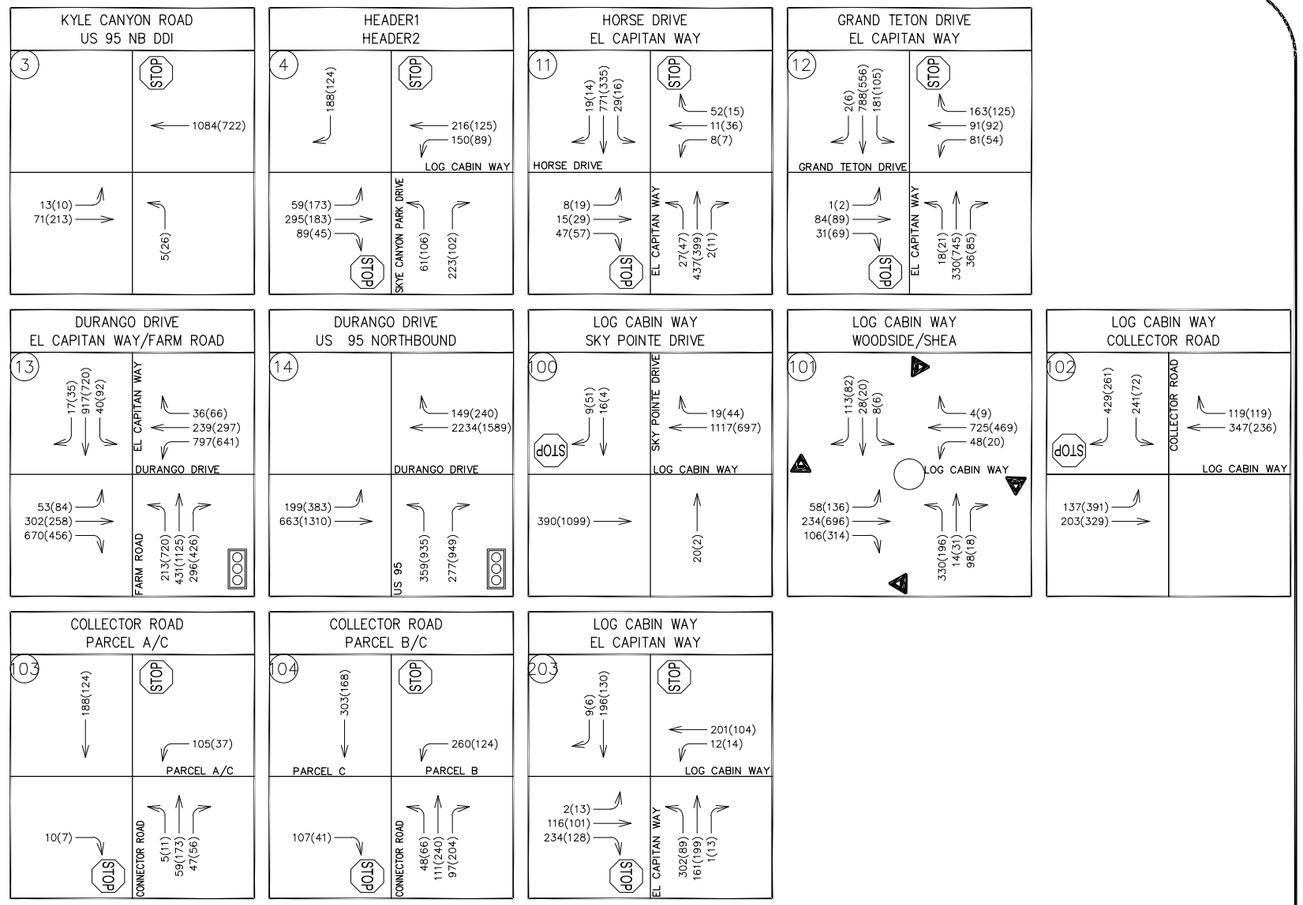
SUNSTONE
PRIMARY PROJECT TRAFFIC
"GOLDEN TRIANGLE"

FIGURE 6.2

SLATER HANIFAN GROUP
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Figure 6.3 – Sunstone and "Golden Triangle" Project Traffic Volumes





LEGEND

- (X) STUDY INTERSECTION IDENTIFIER
- (X) SUNSTONE INTERSECTION IDENTIFIER
- ← XX (XX) AM(PM) PEAK HOUR TRAFFIC VOLUME

SUNSTONE

PRIMARY PROJECT TRAFFIC BACKGROUND PLUS SUNSTONE EAST PLUS GOLDEN TRIANGLE

FIGURE 6.3

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7.8 Log Cabin Way Corridor Queuing Analysis

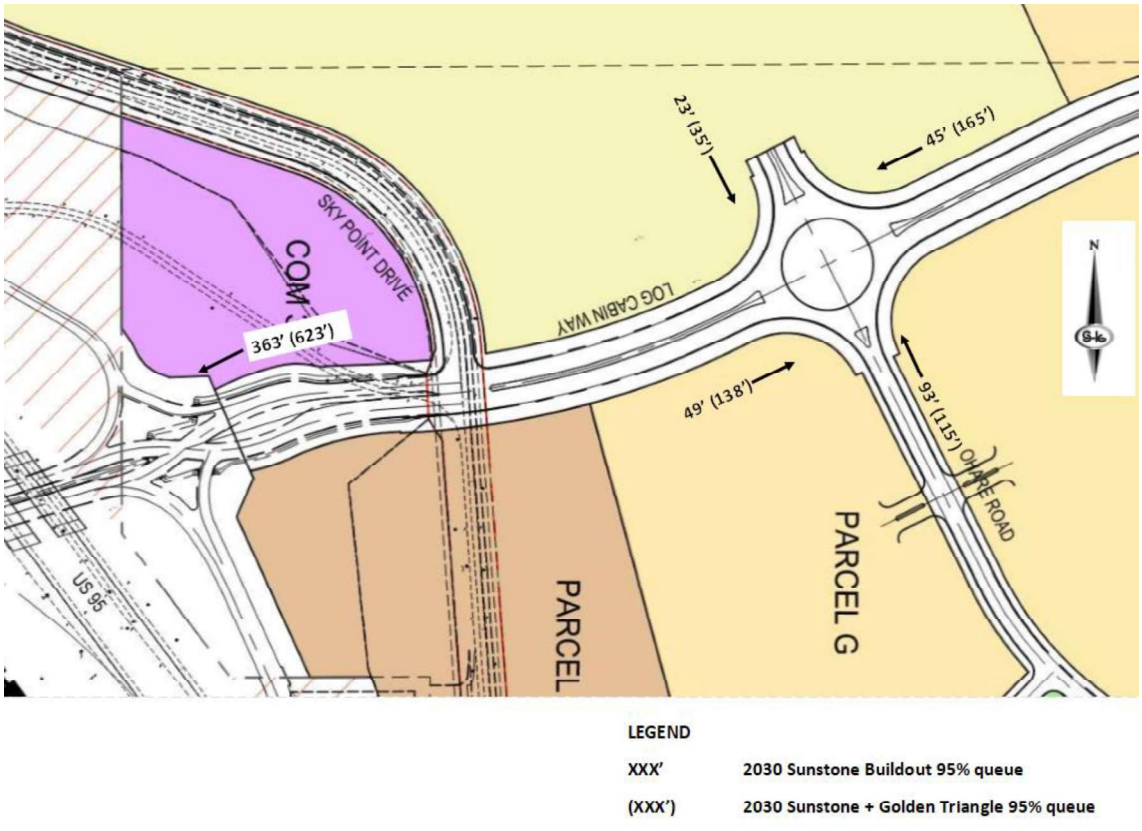
The proposed roadway network is anticipated to accommodate the worst-case approach queues calculated by the three different analysis software packages at the roundabout. These queues are listed in **Table 13**.

Table 13 – Roundabout Queueing Analysis

Int #	Intersection	Condition	Software	EB Approach	WB Approach	NB Approach	SB Approach
				Veh (ft)	Veh (ft)	Veh (ft)	Veh (ft)
101	Log Cabin Way and Woodside/Shea	Full Buildout (Roundabout)	VISTRO	1.9 (49.1)	1.4 (35.2)	2.0 (51.2)	0.4 (10.8)
			HCS	2.3 (57.5)-	1.8 (45.0)	3.7 (92.5)	0.9 (22.5)
			RODEL	0.9 (24.0)	1.2 (30.0)-	3.7 (92.5)	0.5 (12.5)-
		Full Buildout + 30% Golden Triangle	VISTRO	2.9 (74.4)	3.5 (87.3)	3.4 (85.1)	1.4 (35.0)
			HCS	4.8 (120.0)	6.6 (165.0)	4.6 (115.0)	1.4 (35.0)
			RODEL	5.5 (137.5)	3.6 (90.0)	4.2 (105.0)	0.7 (17.5)

The proposed roadway network is anticipated to accommodate the worst-case approach queues at the roundabout and at the DDI. The intersection of Sky Pointe Drive and Log Cabin Way is approximately 660 feet from the DDI while the roundabout is approximately 1,340 feet from the DDI. No spillback is anticipated into the roundabout from the DDI or vice versa based on the Year 2030 volumes calculated in this study. The queues calculated at the DDI by the methods in this study are generated by the volumes calculated in **Figures 5.9** and **6.3**. These queues are illustrated in **Figure 6.4**.

Figure 6.4 – Anticipated Queue Lengths on Log Cabin Way



The volumes calculated in **Figures 5.9** and **6.3** are similar in order of magnitude to the Year 2040 volumes provided by NDOT for the Kyle Canyon DDI. An order of magnitude comparison was the only possible comparison that could be made since no supporting documentation was provided for the Kyle Canyon DDI volumes. It should be noted that NDOT assumed that the intersection of Sky Pointe Drive and Kyle Canyon Road would be a four-leg, stop-controlled intersection. This condition provides a higher potential for spillback than the currently designed condition. The volumes from NDOT are included in **Appendix F**.

SECTION 8. QUEUEING ANALYSIS

Each of the parcels in the proposed Sunstone project are anticipated to have a gated access. The trip generation for each parcel is used to analyze gate queuing. The methodology outlined in the Institute of Transportation Engineers' (ITE) *Transportation and Land Development* Manual, Chapter 8 – Drive-in Facilities was used to estimate the anticipated storage needs.

Queue storage was calculated using the ITE methodology with a 95% confidence interval and a wait time at an unmanned gate of 30 seconds for visitors and 20 seconds for residents. This methodology is consistent with the current requirements for gated queue analysis from the City of Las Vegas. The worst-case entry traffic was assigned to each of the parcel driveways. Seventy percent (70%) of the inbound peak hour volume at each parcel was assumed to consist of residents at the gate. Detailed gate queue calculations are provided in **Appendix K** with a summary of the results provided in **Table 14**.

Table 14 – Sunstone Gated Queue Analysis

Variable	Parcel A	Parcel C	Parcel D	Parcel E
Residential Traffic	70%	70%	70%	70%
Visitor Traffic	30%	30%	30%	30%
Peak Hour Inbound Vehicles (Total)	42	49	81	57
Peak Hour Inbound Vehicles (Resident)	29	34	57	40
Peak Hour Inbound Vehicles (Visitors)	13	15	24	17
Desired Vehicle Storage (Resident)	***50 feet***	***50 feet***	***50 feet***	***50 feet***
Desired Vehicle Storage (Visitor)	***50 feet***	***50 feet***	***50 feet***	***50 feet***
Variable	**Parcel F**	**Parcel G**	**Parcel H**	**Parcel I/J**
Residential Traffic	70%	70%	70%	70%
Visitor Traffic	30%	30%	30%	30%
Peak Hour Inbound Vehicles (Total)	46	45	125	145
Peak Hour Inbound Vehicles (Resident)	32	31	88	101
Peak Hour Inbound Vehicles (Visitors)	14	14	37	44
Desired Vehicle Storage (Resident)	***50 feet***	***50 feet***	***75feet***	***100 feet***
Desired Vehicle Storage (Visitor)	***50 feet***	***50 feet***	***50 feet***	***50 feet***

Queue storage was calculated using the ITE methodology with a 99% confidence interval and a wait time at a guardhouse of 9 seconds for visitors and 58 seconds for residents. This methodology is consistent with a previous guardhouse queue analysis performed by SHG at the Tuscany Village and Golf Master Planned Community in the City of Henderson. The worst-case entry traffic was assigned to each of the parcel driveways. Seventy percent (70%) of the inbound peak hour volume at each parcel was assumed to consist of residents at the gate. Detailed gate queue calculations are provided in **Appendix K** with a summary of the results provided in **Table 15**.

Table 15 – Sunstone Guardhouse Queue Analysis

Variable	Parcel B	Active Adult
Residential Traffic	70%	70%
Visitor Traffic	30%	30%
Peak Hour Inbound Vehicles (Total)	189	183
Peak Hour Inbound Vehicles (Resident)	132	128
Peak Hour Inbound Vehicles (Visitors)	57	55
Desired Vehicle Storage (Resident)	***75 feet***	***75 feet***
Desired Vehicle Storage (Visitor)	***125 feet***	***150 feet***

SECTION 9. NDOT REQUIREMENTS

9.1 ACCESS MANAGEMENT SYSTEM AND STANDARDS

Per discussions with NDOT staff, the NDOT Access Management System and Standards (AMSS) does not need to be addressed because the Sunstone project does not involve any construction on NDOT right-of-way.

9.2 SIGNING AND STRIPING PLAN

Per discussions with NDOT staff, a signing and striping plan on NDOT facilities is not required because the Sunstone project does not involve any construction on NDOT right-of-way.

9.3 OPERATIONAL ANALYSES

HCM 2010 Level of Service Analyses are included in **Table 5** and Left Turn Storage Analyses are included for **Table 6** for the following intersections requested by NDOT:

- Kyle Canyon Road and Oso Blanca Road
- Kyle Canyon Road and US 95
- Skye Canyon Park Drive and US 95 SPUI
- Fort Apache Road and Sky Pointe Drive/Horse Drive
- Grand Teton Drive and El Capitan Way
- Durango Drive and US 95
- Durango Drive and El Capitan Way/Farm Road

The addition of Sunstone project traffic is not anticipated to significantly impact operations at these intersections beyond what is anticipated in the background condition.

SECTION 10. TRAFFIC SIGNAL UNDERGROUND INFRASTRUCTURE

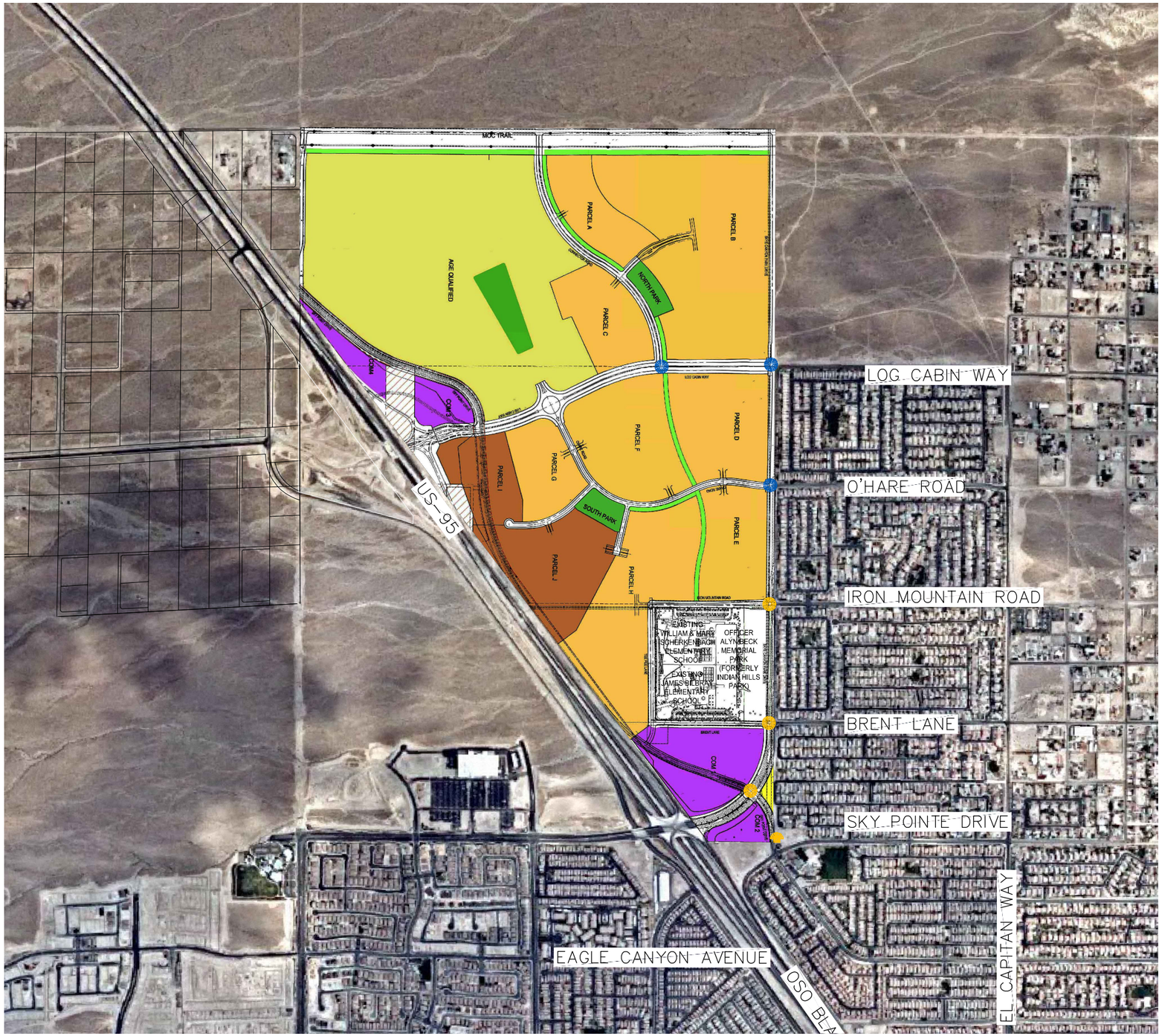
The Sunstone development and the future development in the areas surrounding Sunstone are expected to generate traffic volumes that may warrant signalization at multiple intersections adjacent to and within Skye Canyon. The time period for signalization will depend on the rate of development and the actual land use densities. Underground infrastructure is recommended at multiple intersections to facilitate future traffic signalization based on their location within the street network, their anticipated volumes, and potential to warrant future signalization.

The intersections that may require future signalization should be developed with underground infrastructure consisting of conduit and pull boxes. These installations shall be in accordance with Clark County Area Uniform Standard Drawing 889 (see **Appendix L**). These intersections within the proposed Sunstone development that are expected to require this type of infrastructure are illustrated in **Figure 7.0**:

- Skye Canyon Park Drive and Log Cabin Way (#4)
- Skye Canyon Park Drive and O'Hare Road (#5)
- Log Cabin Way and Connector Road (#102)

The developer should dedicate or provide traffic signal chord easements at all intersection corners identified for future signalization in addition to providing the underground infrastructure.

Figure 7.0 – Traffic Signal Infrastructure



LEGEND

- EXISTING TRAFFIC SIGNAL
- SIGNAL INFRASTRUCTURE TO INCLUDE:
  - CONDUIT
  - PULLBOX

SUNSTONE
TRAFFIC SIGNAL INFRASTRUCTURE

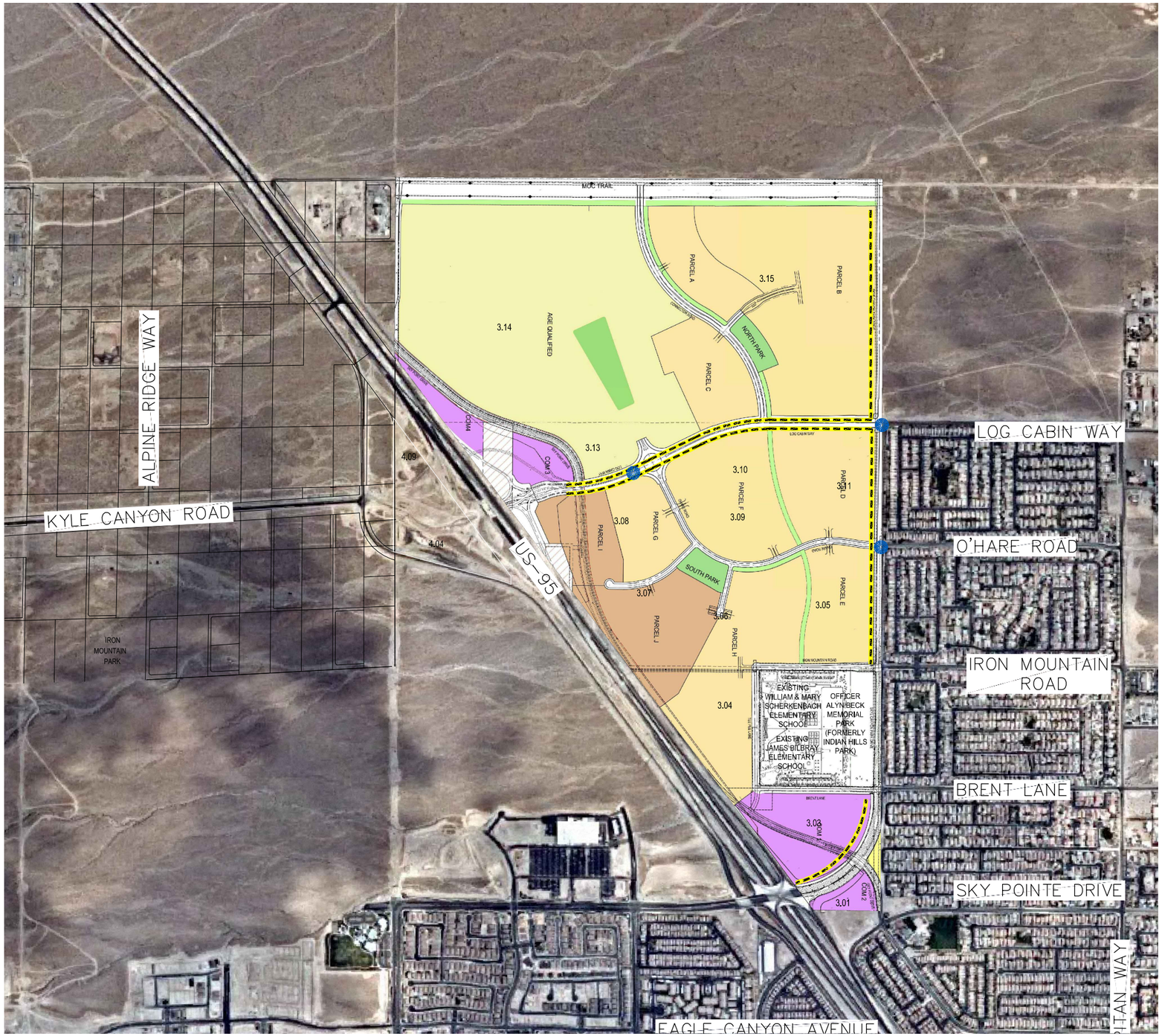
FIGURE 7.0

SLATER HANIFAN GROUP
a Westwood team
5740 S. ARVILLE STREET #216, LAS VEGAS, NV 89118
PHONE (702) 284-5300 FAX (702) 284-5399

SECTION 11. COMMUNICATION INFRASTRUCTURE

In cooperation with local and state agencies, fiber optic cable infrastructure is being deployed throughout the Las Vegas Valley by the Regional Transportation Commission's Freeway and Arterial System of Transportation (FAST) division for use in the FAST communication network. This communication infrastructure is important for the efficient and coordinated operation of traffic signals within the Las Vegas Valley. Skye Canyon should install FAST communication infrastructure along arterial roadways (generally 4-lane and 6-lane facilities). These improvements include the installation of one 4" PVC conduit and P30 pull boxes along arterial streets. Type 200 splice vaults should be installed at all intersections that are anticipated to require signalization in the future and at existing signalized intersections if they are not already installed. Intersections anticipated to require future signalization are identified in **Section 10**. FAST communication infrastructure should be integrated with the traffic signal underground improvements with connections made to the future controller cabinet location. The location of FAST communication infrastructure is illustrated on **Figure 8.0**.

Figure 8.0 – Communication Infrastructure



N

LEGEND

- FAST CONDUIT
- SPLICE VAULT

FIGURE 8.0

SUNSTONE
COMMUNICATION INFRASTRUCTURE

SLATER HANIFAN GROUP
a Westwood team
5740 S. ARVILLE STREET #216, LAS VEGAS, NV 89118
PHONE (702) 284-5300 FAX (702) 284-5399

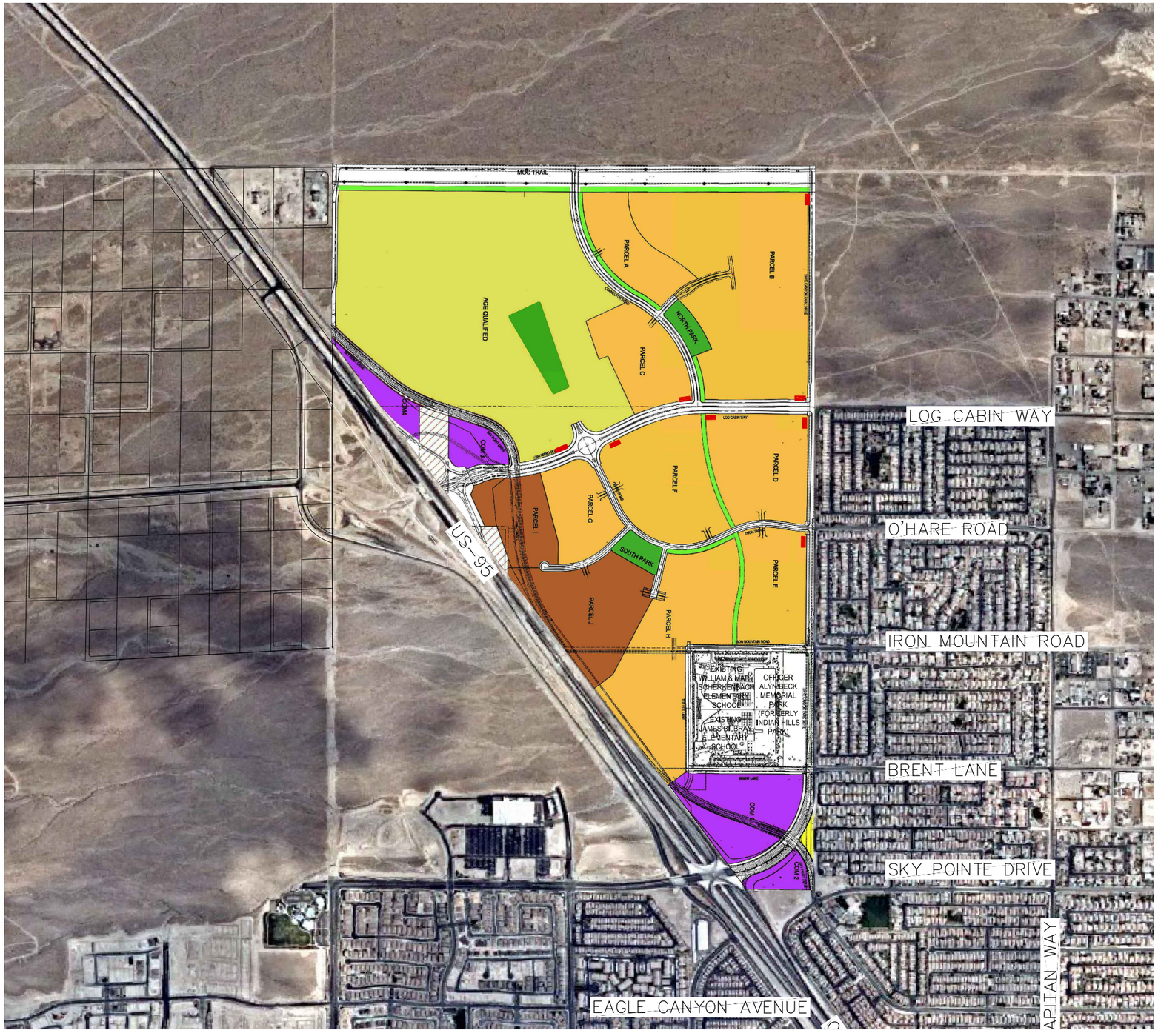
SECTION 12. PUBLIC TRANSPORTATION ACCOMMODATIONS

It is anticipated that the Regional Transportation Commission of Southern Nevada (RTC) will extend transit service into the Sunstone development at some point in the future. This future service may include dedicated routes or collector routes in support of a future transit center or park and ride facility in the northwest portion of the valley. The developer should dedicate right-of-way and construct bus turnouts in accordance with the Citizen Area Transit (CAT) Bus Stop Guidelines and the Clark County Area Uniform Standard Drawing(s) 234.1 and 234.2 to accommodate future transit service (see **Appendix L**). The following transit stops (i.e., bus turnouts or combination right turn lanes) are proposed for the Sunstone development based on conversations with RTC staff (see **Appendix M**). The locations of potential transit stop locations are listed in **Table 16** and illustrated on **Figure 9.0**.

Table 16 – Transit Stop Locations

Anticipated Transit Corridor	Transit Stop Locations
Skye Canyon Park Drive	West Side – south of Moccasin Road
	West Side – south of Log Cabin Way
	West Side – south of O'Hare Road
Log Cabin Way	North Side – west of Skye Canyon Park Drive
	North Side – west of Connector Road
	North Side – west of Roundabout
	South Side – east of Roundabout
	South Side – east of Connector Road

Figure 9.0 – Transit Accommodations



N

LEGEND

TRANSIT STOP LOCATION WITH ROW DEDICATION

SUNSTONE
TRANSIT ACCOMMODATIONS

FIGURE 9.0

SLATER HANIFAN GROUP
a Westwood team
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PHONE (702) 284-5300 FAX (702) 284-5399

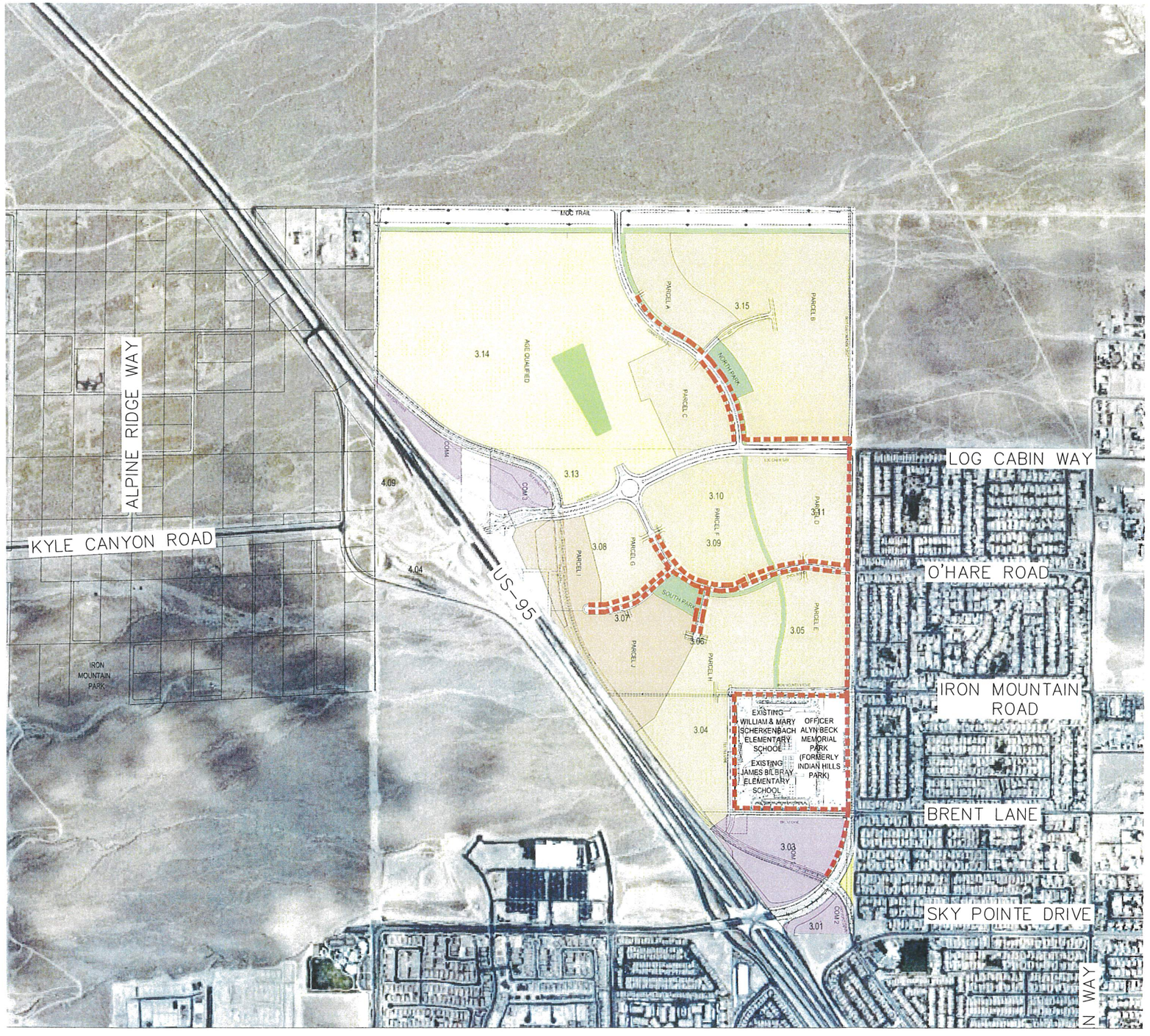
SECTION 13. SCHOOL WALKING ROUTES

Figure 10.0 identifies potential school walking routes specific to the Sunstone development for the two nearby Elementary Schools. These potential school walking routes are based on anticipated zoning but may change based on the rate of development and population density.

No walking routes are proposed to cross US 95 because it is anticipated to be identified as a walking hazard by the Clark County School District. Students that must cross the US 95 are expected to be bussed by the Clark County School District.

School walking routes should be reviewed as part of each parcel-specific traffic impact study to identify changes in access points and traffic control.

Figure 10.0 – Potential School Walking Routes



N

LEGEND

SKYE CANYON ANTICIPATED SCHOOL WALKING ROUTE

SUNSTONE

POTENTIAL SCHOOL WALKING ROUTES

FIGURE 10.0

SLATER HANIFAN GROUP
a Westwood team
5740 S. ARVILLE STREET #216, LAS VEGAS, NV 89118
PHONE (702) 284-5300 FAX (702) 284-5399

SECTION 14. BICYCLE NETWORK / TRAIL NETWORK

14.1 BICYCLE ROUTES

Sunstone is anticipated to accommodate bike lanes on every street within its boundaries.

Arterial Streets

Arterial streets within the Sunstone network are proposed with 11-foot outside lanes with an adjacent 5-foot bicycle lane.

Major Collector Streets:

Major collector streets within the Sunstone network are proposed with a 5-foot bicycle lane and an outside lane that varies between 10-feet and 11-feet.

Minor Streets:

Minor streets within the Sunstone are proposed with a 5-foot bicycle lane with an outside lane of 14.5-feet or a 5-foot bicycle lane with an outside lane of 10-feet. The section that provides an outside lane of 11-feet provides a 7-foot parking lane on the opposite side of the 5-foot bicycle lane.

14.2 TRAIL NETWORK

The trails that may be provided adjacent to the street network within Sunstone are based on the proposed trails depicted in the previously approved 2016 Master Traffic Impact Study Update for the Skye Canyon Master Planned Community.

SECTION 15. CRASH ANALYSIS

Crash data was requested for fifteen (15) study intersections from the Nevada Department of Transportation Safety Engineering Division for the most recent three-year reporting period. Only Skye Canyon Park Drive and Iron Mountain Road, did not have a reported crash. The crash data received by NDOT is included in **Appendix N** and is summarized in **Table 17**.

Table 17 – Crash Data Summary

INT #	Intersection	Total Collisions	Property Damage Only	Injury	Fatality	Total Number Persons Injured
1	Kyle Canyon Road and Oso Blanca Road	2	1 (50.0%)	1 (50.0%)	0	1
2	Kyle Canyon Road and US 95 SB	3	1 (33.0%)	2 (67.0%)	0	7
3	Kyle Canyon Road and US 95 NB	3	1 (33.0%)	2 (67.0%)	0	3
4	Skye Canyon Park Drive and Log Cabin Way	1	1 (100.0%)	0	0	0
5	Skye Canyon Park Drive and O'Hare Road	1	0	1 (100.0%)	0	1
7	Skye Canyon Park Drive and Brent Lane	1	0	1 (100.0%)	0	1
8	Skye Canyon Park Drive and Skye Pointe Road/Fort Apache Road	2	1 (50.0%)	1 (50.0%)	0	3
9	Skye Canyon Park Drive and US 95	2	2 (100.0%)	0	0	0
10	Fort Apache Road and Skye Pointe Road/Horse Drive	6	2 (33.0%)	4 (67.0)	0	7
11	Horse Drive and El Capitan Way	2	1 (50.0%)	1 (50.0%)	0	1
12	El Capitan Way and Grand Teton Drive	2	1 (50.0%)	1 (50.0%)	0	2
13	Durango Drive and El Capitan Way/Farm Road	33	19 (58.0%)	13 (42.0%)	1	20
14	Durango Drive and US 95 NB	44	27 (61.0%)	17 (39.0%)	0	25
15	Durango Drive and US 95 SB	35	28 (80.0%)	7 (20.0%)	0	8
	TOTAL	**137**	**85 (62.0%)**	**52 (38.0%)**	**1**	**79**

A total of 137 crashes were recorded at the fifteen intersections in the most recent three-year period. Of those 137 crashes, 85 crashes (62%) were property damage only crashes, with the remaining 52 crashes (38%) accounting for injuries to 79 people. There was one reported fatality during this period.

SECTION 16. RECOMMENDATIONS

The impacts from the proposed Sunstone project traffic can be mitigated with the following recommendations:

- Location of parcel access points to the street network were provided by the developer but have not been finalized. These preliminary access locations generally provide for approximately 660-feet or more separation between adjacent driveways and streets on arterial and major collector streets. Access drive spacing and construction should conform to current City of Las Vegas standards and the specific requirements outlined in the project's development agreement. Final locations of parcel specific access points should be analyzed as part of parcel specific update studies.
- No additional right of way for added left turn lanes per USDCCA 201.1 is anticipated to be required at any of the major study intersections. No required right-of-way dedications for exclusive right turn lanes per USDCCA 201.1 are anticipated for this project.
- Exclusive right turn lanes should be considered at private access locations that are anticipated to have high right turn demands on all arterial and major collector streets. These locations should be identified once the land use densities and parcel access points have been finalized. A minimum of 150-feet storage is recommended for dedicated right turn lanes.
- All intersections are anticipated to operate with acceptable LOS in the AM and PM peak hours with the following notable exceptions:
    - **Intersection 9: Skye Canyon Park Drive and US 95 SPUI –** The overall PM peak hour intersection level of service degrades from LOS D during the Background scenario to LOS E during the Background plus Project scenario. Since the intersection is fully developed with dual left turn lanes, exclusive right turn lanes, and signal control, the City of Las Vegas should monitor this intersection as development continues and implement signal timing plan modifications that minimize overall delay.
    - **Intersection 13: Durango Drive and El Capitan Way/Farm Road –** The overall AM peak hour intersection level of service degrades from LOS E during the Background scenario to LOS F during the Background plus Project scenario. Since the interchange is fully developed with dual left turn lanes, exclusive right turn lanes, and signal control, the City of Las Vegas should monitor this intersection as development continues and implement signal timing plan modifications that minimize overall delay.
    - **Intersection 15: Durango Drive and US 95 SB Ramp –** The overall AM peak hour intersection level of service degrades from LOS D during the Background scenario to LOS F during the Background plus Project scenario. Since the interchange is fully developed with dual left turn lanes, exclusive right turn lanes, and signal control, the City of Las Vegas should monitor this intersection as development continues and implement signal timing plan modifications that minimize overall delay.

- Some all-way and two-way stop-controlled intersections have turning movements that are anticipated to operate with long delays during the Background scenario and the Background plus Project scenario. These movements are anticipated to operate similarly to other non-signalized intersections throughout the Las Vegas Valley and traffic is expected to divert to alternate routes under periods of peak demand if wait times become excessive.

- All impacted left turn storage bays are anticipated to have adequate storage for Year 2030 Background plus Project scenarios with the following exceptions:

  - **Intersection 10 - Fort Apache Road and Sky Pointe Drive / Horse Drive: EB to NB left turn –** The anticipated queue for the left turn volumes for this movement in the Year 2030 Background condition are anticipated to exceed the existing storage length. This is also true for the Year 2030 Background plus Project scenario. The City of Las Vegas should monitor this intersection as development continues and implement a signal timing plan that reduces this left turn queue.

  - **Intersection 13 - Durango Drive and El Capitan Way/Farm Road : NB to WB left turn –** The anticipated queue for the left turn volumes for this movement in the Year 2030 Background plus Project scenario are anticipated to exceed the existing storage length. The City of Las Vegas should monitor this intersection as development continues and implement a signal timing plan that reduces this left turn queue.

- The performance of the roundabout at Intersection #101 is one important criterion to determine whether the proposed roadway network is sufficient for the combined demands of the Sunstone project and the "Golden Triangle" project.

  - Based on the PM peak hour trip generation rate for military housing, a minimum of 1,933 military housing dwelling units (equivalent to 38% of the total PM peak hour traffic) are required to generate the traffic that creates LOS D at the roundabout.

    The proposed roadway network is anticipated to accommodate the worst-case approach queues at the roundabout and at the DDI.

- Recommended vehicle storage for parcels with gated accesses are listed in the table below:

Variable	Parcel A	Parcel C	Parcel D	Parcel E
Residential Traffic	70%	70%	70%	70%
Visitor Traffic	30%	30%	30%	30%
Peak Hour Inbound Vehicles (Total)	42	49	81	57
Peak Hour Inbound Vehicles (Resident)	29	34	57	40
Peak Hour Inbound Vehicles (Visitors)	13	15	24	17
Desired Vehicle Storage (Resident)	***50 feet***	***50 feet***	***50 feet***	***50 feet***
Desired Vehicle Storage (Visitor)	***50 feet***	***50 feet***	***50 feet***	***50 feet***
Variable	**Parcel F**	**Parcel G**	**Parcel H**	**Parcel I/J**
Residential Traffic	70%	70%	70%	70%
Visitor Traffic	30%	30%	30%	30%
Peak Hour Inbound Vehicles (Total)	46	45	125	145
Peak Hour Inbound Vehicles (Resident)	32	31	88	101
Peak Hour Inbound Vehicles (Visitors)	14	14	37	44
Desired Vehicle Storage (Resident)	***50 feet***	***50 feet***	***75 feet***	***100 feet***
Desired Vehicle Storage (Visitor)	***50 feet***	***50 feet***	***50 feet***	***50 feet***

- Recommended vehicle storage for parcels with guardhouses are listed in the table below:

Variable	Parcel B	Active Adult
Residential Traffic	70%	70%
Visitor Traffic	30%	30%
Peak Hour Inbound Vehicles (Total)	189	183
Peak Hour Inbound Vehicles (Resident)	132	128
Peak Hour Inbound Vehicles (Visitors)	57	55
Desired Vehicle Storage (Resident)	***75 feet***	***75 feet***
Desired Vehicle Storage (Visitor)	***125 feet***	***150 feet***

- There are no intersections that are likely to require future signalization within the proposed Sunstone development.

- These intersections within the proposed Sunstone development that are expected to require underground infrastructure consisting of conduit and pull boxes. These installations shall be in accordance with Clark County Area Uniform Standard Drawing 889:
    - Skye Canyon Park Drive and Log Cabin Way (#4)
    - Skye Canyon Park Drive and O'Hare Road (#5)
    - Log Cabin Way and Connector Road (#102)
- The developer should install FAST communication infrastructure along arterial and major collector streets internal and adjacent to the Sunstone development area. These improvements should include the installation of four-inch PVC conduit and P30 pull boxes. Type 200 splice vaults should also be installed at all arterial or major collector street intersections and at other locations anticipated to require signalization in the future. FAST communication infrastructure should be integrated with the traffic signal underground improvements with connections made to the future controller cabinet location.
- It is anticipated that the Regional Transportation Commission of Southern Nevada (RTC) will extend transit service into the Sunstone development at some point in the future. To accommodate future transit service, the developer should dedicate right-of-way and construct bus turnouts in accordance with the Citizen Area Transit (CAT) Bus Stop Guidelines and the Clark County Area Uniform Standard Drawing(s) 234.1 and 234.2. The following transit stops (i.e., bus turnouts or combination right turn lanes) are proposed for the Sunstone development based on conversations with RTC staff:

Anticipated Transit Corridor	Transit Stop Locations
Skye Canyon Park Drive	West Side – south of Moccasin Road
	West Side – south of Log Cabin Way
	West Side – south of O'Hare Road
Log Cabin Way	North Side – west of Skye Canyon Park Drive
	North Side – west of Connector Road
	North Side – west of Roundabout
	South Side – east of Roundabout
	South Side – east of Connector Road

- School walking routes should be reviewed as part of each parcel-specific traffic impact study to identify changes in access points and traffic control.

APPENDIX A

CITY OF LAS VEGAS SCOPE FOR TRAFFIC IMPACT ANALYSIS

August 1, 2018

To: Randy Carroll & Paul Villaluz, SHG

From: Rick Schroder, CLV

RE: Scope for Traffic Impact Analysis for the revised Skye Canyon East Master Planned Development Update

1. Intersections: counts (AM peak and PM peak where the intersections exist), LOS, left turn storage of all legs.
   a. All internal intersections
   b. All boundary intersections
   c. Kyle Canyon/US 95
   d. Kyle Canyon/Oso Blanca
   e. Log Cabin/ Skye Canyon Park
   f. O'Hare/ Skye Canyon Park
   g. Iron Mountain/ Skye Canyon Park
   h. Brent/ Skye Canyon Park
   i. Sky Pointe/Fort Apache
   j. Skye Canyon Park/US 95
   k. Horse/Sky Pointe
   l. Horse/El Capitan
   m. Grand Teton/El Capitan
   n. Durango/US 95
   o. Farm/Durango/El Capitan
2. Submit site plan and show driveways and roadways across the street from the project, if any proposals are known. Note proposed access points for all parcels. If the access changes in the future, updates will be required.
3. Address all potential back-to-back queuing issues between intersections/parcel entries. Address mitigation for any conflicts, including moving internal intersections if necessary.
4. Make sure major facilities are sized to accommodate future development beyond (mostly north of) your development. For the potential City development north of Moccasin, assume 5 units/acre for 1,000 acres. Do not assume it will have access through the Paiute property.
5. The background growth used in previous studies may be used for this update, as it will be conservative.
6. Determine need for 201.1 right-of-way, for second left and exclusive right turn lanes at major intersections.
7. Determine transit related considerations, including the need for 234.1 & 234.2 right-of-way, for bus loading areas and bus turnouts.
8. Discuss bicycle impacts and mitigation.
9. Discuss pedestrian impacts and mitigation.
10. Left Turn storage analysis of all legs of existing named intersections and any driveways with left turns proposed
11. Accidents.
12. TIAs are inprocessed at the Development Services Center, 8th Floor (2 hard copies + 1 electronic copy + completed TIA submittal form – this is a Master TIA). On the electronic copy, create the body and each appendix as separate documents.
13. Please submit an electronic copy of the counts and HCS analysis.
14. cc: NDOT; CCTMD

Traffic Impact Study Scope Request

District 1: 123 E Washington Avenue, P.O. Box 170 Las Vegas, NV 89125 Phone 702-385-6500 Fax: 702-385-6511

Date Requested 11/7/2018

Applicant Lennar

Contact Person Paul Villaluz, P.E., PTOE

Firm Slater Hanifan Group, a Westwood Team

Contact Email pvillaluz@shg-inc.com

Address 5740 S. Arville Street, Suite 216

Telephone 702-284-5300

Las Vegas, Nevada 89118

Development Name & Description Skye Canyon East (+/- 352.20 acres)

Encroachment Cross Streets US 95 and Kyle Canyon Road/Log Cabin Way

Mile Post N/A

Route N/A

City Las Vegas

County Clark

Describe nature of encroachment into State right-of-way None anticipated at this time, however Sky Pointe Drive may need to be vacated.

Trip Generation Total

ITE Code	Land Use	Area or Units	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
210	Single-Family Detached	1,827 du	509	551	1,060	573	597	1,170	15,804
220	Multifamily Housing (Low Rise)	360 du	38	128	166	127	75	202	2,635
251	Senior Adult Housing - Detached	947 du	75	152	227	173	111	284	4,044
		Total	622	831	1,453	873	783	1,656	22,483

To be completed by NDOT District 1 Traffic:

☐ Courtesy Study ☐ Master Study ☐ Technical Study ☐ Master Study Update ☐ Techincal Update

Intersections	LOS	Left/Right Turn Lane Storage Analysis
See Attached Second Page		

☐ Conformance to NDOT 2017 Access Management Policy ☐ Traffic Signing/Striping Plan ☐ Site Plan ☐ Pedestrian / Bike / Transit Analysis

☐ School Walking Routes ☐ Traffic Counts ☐ Traffic Crash Analysis

To be completed by NDOT District 1 Traffic:

☐ Courtesy Study ☐ Master Study ☐ Technical Study ☒ Master Study Update ☐ Techincal Update

Intersections	LOS	Left/Right Turn Lane Storage Analysis
Kyle Canyon / US 95	x	x
Kyle Canyon / Oso Blanca	x	x
Sky Pointe / Fort Apache	x	x
Skye Canyon Park / US 95	x	x
Sky Point / Horse	x	x
Grand Teton / El Capitan	x	x
Durango / US 95	x	x
Farm / Durango / El Capitan	x	x

☒ Conformance to NDOT 2017 Access Management Policy ☒ Traffic Signing/Striping Plan ☒ Site Plan ☐ Pedestrian / Bike / Transit Analysis

☐ School Walking Routes ☒ Traffic Counts ☒ Traffic Crash Analysis

APPENDIX B

MASTER TRAFFIC IMPACT STUDY UPDATE APPROVAL LETTERS

OLY1604.000

LAS VEGAS CITY COUNCIL

CAROLYN G. GOODMAN
MAYOR

STEVEN D. ROSS
MAYOR PRO TEM

LOIS TARKANIAN
STAVROS S. ANTHONY
RICKI Y. BARLOW
BOB COFFIN
BOB BEERS

ELIZABETH N. FRETWELL
CITY MANAGER

JORGE CERVANTES
P.E., PTOE
EXECUTIVE DIRECTOR,
COMMUNITY DEVELOPMENT

DAVID N. BOWERS
P.E., PTOE
PUBLIC WORKS DIRECTOR

September 22, 2016

Paul Villaluz, P.E., PTOE
Slater Hanifan Group
5740 S. Arville Street, Suite 216
Las Vegas, NV 89118

RE: Revised Condition #19 of the Master Traffic Impact Study Update for the Skye Canyon Master Planned Community, T64480

Dear Mr. Villaluz:

The Skye Canyon master planned community is to be located on the northwest corner of Grand Canyon Drive and Grand Teton Drive and on the northwest corner of the Horse Drive alignment and Skye Canyon Park Drive (formerly Fort Apache Road). Condition of approval has been revised to the following:

19. The Phase 2 improvements shall construct a full median on Grand Teton Drive along the Phase 2 frontage. The median shall accommodate a minimum of 150' of left turn storage for all proposed pod entries and existing driveways on the south side of Grand Teton except for the first pod entry and existing driveway east of Egan Crest Drive, which will be restricted to right turns in and out only by this median. The design shall accommodate future modifications to prevent left turns out of all pod entries and existing driveways.

The purpose of this revision is to remove the requirement for Phase 2 to construct a median on Grand Teton Drive adjacent to Phase 1. This revision does not supersede or eliminate conditions of approval imposed by the Planning Commission and/or the City Council. An addendum to this traffic study may be required if the development of the site occurs in a manner not in keeping with the land use assumptions contained in the report. Please contact me at 229-2452 if you have any questions.

Sincerely,

Rick Schroder, P.E.
Transportation Planning

RES

cc: Mike Jansen, P.E.
Joanna Wadsworth, P.E.
Bart Anderson, P.E.
Michael Yates, P.E., NDOT
file

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DAVID N. BOWERS
P.E., PTOE
PUBLIC WORKS DIRECTOR

July 28, 2016

Paul Villaluz, P.E., PTOE
Slater Hanifan Group
5740 S. Arville Street, Suite 216
Las Vegas, NV 89118

RE: Master Traffic Impact Study Update for the Skye Canyon Master Planned Community, T64480

Dear Mr. Villaluz:

The Transportation Engineering Division of the City of Las Vegas has reviewed the master traffic impact study update for the Skye Canyon master planned community, on the northwest corner of Grand Canyon Drive and Grand Teton Drive and on the northwest corner of the Horse Drive alignment and Skye Canyon Park Drive (formerly Fort Apache Road). On the east side of US 95, the project is proposed to consist of 719 SFDUs, 1,254 MFDUs, 2,009 DUs of active adult living and 65 ksf of retail. On the west side of US 95, the project is proposed to consist of 1,811 SFDUs, 3,460 MFDUs, 284 ksf retail, a casino with 60 ksf gaming floor area, a high school and an elementary school. The update has been approved, with the following conditions:

1. Per the City of Las Vegas Municipal Code Chapter 4.32, this development is subject to the Traffic Signal Impact Fee Ordinance adopted by the City Council in 2003, effective January 5, 2004. Consequently, no area traffic signal contributions will be required with the civil plan review process. Traffic signal impact fees will be assessed at the time building permits are issued using the traffic impact fee schedule in effect at the time of the processing of the permits.

2. Please note that Sky Pointe Road, Oso Blanca Road, Kyle Canyon Road and US 95 are Nevada Department of Transportation (NDOT) facilities. NDOT approval is required for all work within NDOT rights-of-way. In particular, note that the vacation of a portion of Sky Pointe Road will require NDOT approval, and if such approval is not received, the portion of this update that addresses the portion of the development east of US 95 will no longer be valid.

3. Per the Kyle Canyon Development Agreement Section 7.05 (a), this development is obligated to design and construct all Village Streets as indicated in the Master Traffic Study. All Village Streets are to be constructed in accordance with the approved phasing plan submitted on July 22, 2016. This plan may be amended through updates to the Master Traffic Study.

CITY OF LAS VEGAS
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4. At the intersection of two or more Village Streets, the full width of any leg of the intersection must be constructed with the first phase to construct any improvements on that leg. These improvements may then transition to normal half-street improvements with appropriate transitions.

5. Note that the US 95/Kyle Canyon Road interchange has not been fully designed; consequently the exact alignment and geometry of the streets adjacent to the interchange has yet to be determined. These issues will be addressed in future updates.

6. The developer is required to dedicate rights-of-way for the south half of Moccasin Road.

7. Note that at the intersections of streets with a single travel lane in each direction, additional flaring is required as per the Phase 1 improvements.

8. The dedication of additional rights-of-way in accordance with Clark County Area Standard Drawings #201.1 is required as follows on the west side of US 95. Note that the developer is only required to dedicate rights-of-way from property that is controlled by the developer. Construction of improvements on these rights-of-way is required concurrent with the construction of the adjacent roadway:
    20. Skye Canyon Park Drive/Grand Canyon Drive: This intersection shall have dual left and exclusive right turn lanes on all legs.
    21. Grand Teton Drive/Grand Canyon Drive: This intersection shall have dual left and exclusive right turn lanes on all legs.
    22. Grand Teton Drive/Skye Village Road: This intersection shall have dual left and exclusive right turn lanes on all legs.
    23. Grand Teton Drive/Egan Crest Drive: This intersection shall have dual left and exclusive right turn lanes on all legs.
    24. Grand Teton Drive/Shaumber Road: This intersection shall have an exclusive southbound right turn lane. Note that Shaumber Road on the north side of Grand Teton Drive will reflect Shaumber Road as dedicated on the south side of Grand Teton Drive in order to accommodate proper lane alignment across the intersection. The configuration of this intersection will need to accommodate the existing Nevada Power transmission pole at this intersection. This configuration will be reflected on the submitted Tentative Map.
    36. Skye Canyon Park Drive/Skye Park Drive: This intersection shall have southbound and westbound exclusive right turn lanes.

37. Skye Canyon Park Drive/Skye Village Road: This intersection shall have dual left and exclusive right turn lanes on all legs.
38. Skye Canyon Park Drive/Egan Crest Drive: Additional turn lanes are not required.
39. Eagle Canyon Avenue/Grand Canyon Drive: This intersection shall have an exclusive southbound right turn lane.
40. Eagle Canyon Avenue/Skye Village Road: This intersection shall have northbound and southbound exclusive right turn lanes.
41. Eagle Canyon Avenue/Egan Crest Drive: This intersection shall have northbound and southbound exclusive right turn lanes.
44. Eagle Canyon Avenue/Shaumber Road: This intersection shall have a northbound exclusive right turn lane, due to the proximity of the Grand Teton Drive/Sheep Mountain Parkway interchange and due to the charter school to be located on Shaumber Road south of Eagle Canyon Avenue.
45. Street A/Shaumber Road: This intersection shall have a southbound exclusive right turn lane.
46. Skye Canyon Park Drive/Shaumber Road: This intersection shall have northbound and southbound exclusive right turn lanes.
47. Iron Mountain Road/Shaumber Road: This intersection will have northbound and eastbound exclusive right turn lanes
48. Iron Mountain/ Skye Village: This intersection is anticipated to have exclusive right turn lanes on all legs. The exact configuration of this intersection will be determined in a future update.
49. Iron Mountain Road/Street B: This intersection shall have a westbound exclusive right turn lane (on Iron Mountain).
50. Iron Mountain Road/Skye Park Drive: This intersection shall have a westbound exclusive right turn lane (on Iron Mountain).
51. Iron Mountain Road/Street C: This intersection shall have an exclusive northbound right turn lane (on Iron Mountain).
54. Street D (Street F in the Smith's Marketplace addendum)/Skye Park Drive: Additional turn lanes are not required.
55. Street E/Skye Park Drive: Additional turn lanes are not required.
56. Street E/Skye Village Road: This intersection shall have a northbound exclusive right turn lane.
59. Oso Blanca Road/Sky Village Road: This intersection shall have exclusive right turn lanes on all legs. The exact configuration of this intersection will be determined in a future update.

92. Parcels 5.01 & 5.02 entries/Shaumber Road: This intersection shall have a southbound exclusive right turn lane.
107. Oso Blanca Road/Parcels 4.04 & 4.5 entries: This intersection shall have an eastbound exclusive right turn lane (on Oso Blanca).
108. Parcel 4.5 entry/Skye Village Road: This intersection shall have a northbound exclusive right turn lane.
119. Skye Canyon Park Drive/Parcel 2.37 east entry: This intersection shall have a westbound exclusive right turn lane.
120. Skye Canyon Park Drive/Parcel 2.37 west entry: This intersection shall have a westbound exclusive right turn lane.

Additional turn lanes may be required with site-specific updates, principally right turn lanes at project driveways.

9. Additional rights-of-way in accordance with Clark County Area Standard Drawings #201.1 is required as follows on the east side of US 95. Note that the developer is only required to dedicate rights-of-way from property that is controlled by the developer. Construction of improvements on these rights-of-way is required concurrent with the construction of the adjacent roadway. Please note that exclusive southbound right turn lanes are required at all intersections on Skye Canyon Park Drive, however these lanes may be within the breakdown lane and thus should not require additional rights-of-way:
    3. Log Cabin Way/Parcels 3.08 & 3.13: This intersection is anticipated to have exclusive right turn lanes eastbound and westbound. The exact configuration of this intersection will be determined in a future update; note that the parcel entries will likely have movement restrictions.
    4. Log Cabin Way/Skye Canyon Park Drive: This intersection shall have dual eastbound left turn lanes. Note that this intersection may be offset slightly to the north so that when the northeast corner is constructed, appropriate flaring can be accommodated.
    6. O'Hare Road/Skye Canyon Park Drive: Additional rights-of-way not required for turn lanes.
    7. Iron Mountain Road/Skye Canyon Park Drive: This intersection shall have an eastbound exclusive right turn lane.
    9. Brent/Skye Canyon Park: This intersection shall have an eastbound exclusive right turn lane.

11. Sky Pointe Drive/Skye Canyon Park Drive/Fort Apache Road: This intersection is anticipated to have dual left and exclusive right turn lanes on all legs except the north leg. Assuming that Sky Pointe Drive is vacated north of Skye Canyon Park Drive, the north leg (Sky Pointe) will presumably become the entrance to a commercial development. The exact configuration of this intersection will be determined in a future update.
57. Log Cabin Way/O'Hare Road: This intersection shall have a southbound exclusive right turn lane and eastbound dual left turn lanes. Note that additional intersection flaring will be required to permit proper lane alignment across the intersection.
58. Street F/O'Hare Road: Additional rights-of-way not required for turn lanes.

Additional turn lanes may be required with site-specific updates, principally right turn lanes at project driveways.

10. Currently, at the intersection of US 95 and Skye Canyon Park Drive, the northbound to eastbound off-ramp and eastbound to southbound on-ramp movements are single right turn lanes with a gored out second right turn lane. The developer may be required to convert these movements to dual right turns with future updates, subject to approval by NDOT.

11. Additional rights-of-way in accordance with Standard Drawings #234.1 or #234.4 for bus turnouts are required as the following locations. All are far side turnouts. Note that the developer is only required to dedicate rights-of-way from property that is controlled by the developer. Construction of improvements on these rights-of-way is required concurrent with the construction of the adjacent roadway:

    4. Log Cabin Way/Skye Canyon Park Drive: south leg.
    6. O'Hare Road/Skye Canyon Park Drive: south leg
    9. Brent Lane/Skye Canyon Park Drive: south leg.
    11. Sky Pointe Drive/Skye Canyon Park Drive/Fort Apache Road: south and east legs.
    20. Skye Canyon Park Drive/Grand Canyon Drive: south and west legs.
    21. Grand Teton Drive/Grand Canyon Drive: west leg.
    22. Grand Teton Drive/Skye Village Road: north and west legs.
    23. Grand Teton Drive/Egan Crest Drive: north and west legs.
    24. Grand Teton Drive/Shaumber Road: north and west leg.
    37. Skye Canyon Park Drive/Skye Village Road: all legs.

38. Skye Canyon Park Drive/Egan Crest Drive: east and west legs.
46. Skye Canyon Park Drive/Shaumber Road: east and south legs.
48. Iron Mountain Road/Skye Village Road: south and east legs.
57. Log Cabin Way/O'Hare Road: south leg.

Additional bus turnouts may be required with site-specific updates.

12. The following intersections shall have infrastructure installed for possible future signal installation to include traffic signal poles, empty controller cabinets and service pedestals; exact type to be identified on the civil drawings. Note that the installation of pedestrian flashers may be required at these locations prior to or in lieu of signalization.
    4. Log Cabin Way/Skye Canyon Park Drive
    20. Skye Canyon Park Drive/Grand Canyon Drive
    21. Grand Teton Drive/Grand Canyon Drive
    22. Grand Teton Drive/Skye Village Road
    23. Grand Teton Drive/Egan Crest Drive
    24. Grand Teton Drive/Shaumber Road. Due to the non-standard geometry of this intersection and the need to coordinate facility relocations with NV Energy, a signal design must be approved prior to the approval of the Tentative Map for Phase 2.
    37. Skye Canyon Park Drive/Skye Village Road
    48. Iron Mountain Road/Skye Village Road
    57. Log Cabin Way/O'Hare Road
    59. Oso Blanca Road/Skye Village Road. Note that after the driveway on the north leg is added, this intersection must be either all-way stop controlled or signalized.

13. The following intersection shall have underground infrastructure installed for possible future signal installation. Note that the installation of pedestrian flashers may be required at these locations prior to or in lieu of signalization.
    6. O'Hare Road/Skye Canyon Park Drive
    36. Skye Canyon Park Drive/Skye Park Drive
    38. Skye Canyon Park Drive/Egan Crest Drive
    39. Eagle Canyon Avenue/Grand Canyon Drive
    40. Eagle Canyon Avenue/Skye Village Road
    41. Eagle Canyon Avenue/Egan Crest Drive
    44. Eagle Canyon Avenue/Shaumber Road
    45. Street A/Shaumber Road
    46. Skye Canyon Park Drive/Shaumber Road
    47. Iron Mountain Road/Shaumber Road
    49. Iron Mountain Road/parcel entry near the center of the casino property.

50. Iron Mountain Road (or Grand Canyon Drive)/Street D (the southeast side of the casino property)
51. Iron Mountain Road (or Grand Canyon Drive)/Street C (the northwest side of the not-a-part commercial property)
55. Street E/Skye Park Drive
56. Street E/Skye Village Road
58. Street F/O'Hare Road

Moccasin Road/Hualapai Way
Moccasin Road/O'Hare Road
Moccasin Road/Skye Canyon Park Drive

14. Per the Development Agreement Section 7.05 (g) School Flashers: "The installation of school flashers' foundations, pole, and underground infrastructure in front of any schools is the responsibility of the Master Developer. The school flasher equipment shall be provided and installed by CCSD." In the event a non-CCSD school is developed, the school flasher equipment shall be provided and installed by the developer of that school. Some or all flashers for school crossings may also be required to be bi-modal flashers; i.e. to serve both for school and ordinary pedestrian use. If bi-modal flashers are not feasible, supplementary pedestrian flashers may need to be installed.

15. Infrastructure for pedestrian flashers shall be installed at the following locations:

    Log Cabin Way/parcel 3.08 and 3.13 entries (Intersection #3)
    On O'Hare Road at the Park 5.12 between parcels 3.06 and 3.07
    Iron Mountain Road and parcel 5.06 entry (Intersection # 94)
    Trail crossing of Shaumber Road north of Eagle Canyon Avenue (may be combined with school flashers for the elementary school, depending on exact layout)
    Parcel 2.07 & 2.32 entry/Skye Village Road (Intersection #99)
    Trail crossing of Shaumber Road at about the Brent alignment
    On Skye Canyon Park Drive at the west end of Park 2.13
    Street A/Shaumber Road (Intersection #45)
    On Eagle Canyon Avenue at Park 2.23C

    Pedestrian flashers will be designed with the appropriate off-site improvement plans and approved by the City Traffic Engineer. When the off-site improvements are constructed, the crosswalks and poles for the flashers will be installed, with static signs on the poles. The flasher equipment, such as buttons, flashers, communication, ect., will be delivered to the appropriate City of Las Vegas Traffic Electrical Field Operations yard. The flashers will be installed by the City of Las Vegas when deemed necessary by the City Traffic Engineer.

16. Per your update, Section 13.1 Bicycle Routes, all Arterial Streets, Major Collector Streets and Minor Streets within Skye Canyon will be striped for bike lanes. This is acceptable.

17. Other than Phases 1 and 2, specific pod entrances have only been tentatively identified and will be addressed in future updates to the Master Traffic Study. Pod entries in Phase 1 will comply with T59168.

18. The Phase 2 improvements shall show a center turn lane on Eagle Canyon Avenue, similar to the Phase 1 improvements. If necessary to accommodate tuning movements at intersections, additional flaring shall be provided, similar to the Phase 1 improvements.

19. The Phase 2 improvements shall construct a full median on Grand Teton Drive along the Phase 1 and Phase 2 frontage. The median shall accommodate a minimum of 150' of left turn storage for all proposed pod entries and existing driveways on the south side of Grand Teton except for the first pod entry and existing driveway east of Egan Crest Drive, which will be restricted to right turns in and out only by this median. The design shall accommodate future modifications to prevent left turns out of all pod entries and existing driveways.

20. Phase 2 pod entries are acceptable with the possible exception of Parcel 2.35, on the west side of Shaumber, between Eagle Canyon and Grand Teton. This parcel entry will be addressed in a site-specific update to the Master TIA. Any movement from any parcel entry may be restricted in the future as determined by the City Traffic Engineer.

21. The Phase 2 parcel entries on Grand Teton are all aligned with existing or approved streets on the south side of Grand Teton except for a utility access driveway; this is acceptable. Note that, in the future, all pod entries on Grand Teton are likely to have movement restrictions. Also, note that the two accesses between Shaumber and Sheep Mountain Parkway are anticipated to become right turn in and out only with the interchange improvements.

22. All entries/driveways developed with left turn ingress permitted shall have a minimum of two ingress lanes. All entries/driveways with left turn egress permitted shall have a minimum of two egress lanes. If parcel entries are on streets without a center turn lane, additional dedication may be required to provide left turn storage into the parcel.

23. Note that Parcel 3.01 is served by one right in/right out driveway on Fort Apache and that the intersection of Fort Apache with Sky Pointe/Horse does not permit U-turns. This parcel will be required to

provide cross-access with the parcel to the south. The developer may be required to modify or participate in the modification of the intersection of Fort Apache with Sky Pointe/Horse to permit U-turns.

24. Note that the design of the Iron Mountain underpass at Sheep Mountain Parkway may impact the driveways at intersections 94, 95 and 96. Information must be submitted with the appropriate updates showing how these driveways will be accommodated with the underpass geometry.

25. The construction of the Village Streets shall comply with the approved phasing plan. This plan may be amended as necessary by updates to the Master Traffic Study.

26. ADA accessible routes to all active bus stops within Skye Canyon shall be maintained by the developer.

27. Sight visibility restrictions due to curvilinear streets and NV Energy power lines must be noted on a document to be recorded against the Tentative Map.

This approval does not supersede or eliminate conditions of approval imposed by the Planning Commission and/or the City Council. An addendum to this traffic study may be required if the development of the site occurs in a manner not in keeping with the land use assumptions contained in the report. Please contact me at 229-2452 if you have any questions.

Sincerely,

Rick Schroder, P.E.
Transportation Planning

RES

cc: Mike Jansen, P.E.
Joanna Wadsworth, P.E.
Bart Anderson, P.E.
Michael Yates, P.E., NDOT
file

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
123 E. Washington Avenue
P.O. Box 170
Las Vegas, NV 89125
Phone: 702-385-6500~Fax: 702-385-6511

BRIAN SANDOVAL, Governor

RUDY MALFABON, P.E., Director

June 23, 2016

In Reply Refer to:
TS: CLV004.2-13

Mr. Rick Schroder
City of Las Vegas
333 N Rancho Dr
Las Vegas, NV 89106

Subject: Traffic Impact Study Update
Skye Canyon
US 95 and Kyle Canyon Road
Prepared by SHG

Dear Mr. Schroder,

The Nevada Department of Transportation has reviewed the above referenced Traffic Study and the study is approved subject to the following conditions:

1. Updates will be required to address NDOT's access management standards in more detail as individual parcels develop adjacent to NDOT right of way.
2. An Encroachment Permit from NDOT will be required for any work performed within State right-of-way. Review during the Encroachment Permit process may result in further modification to the proposed improvements, or denial. This approval letter shall accompany any permit submittals for this project.
3. This approval is valid for twelve (12) months from the date of this letter. Encroachment permits associated with this approval shall be submitted by this date, any submittals associated with this approval submitted after this date shall require an update to this study. Any changes in use, traffic patterns or trip generation shall require an update to this study.

Should you have any questions regarding the foregoing, please do not hesitate to contact me.

Sincerely,

Michael H. Yates, PE
District I Traffic Engineer

cc: Hoang Hong, NDOT (via email)
Randy Carroll, SHG (via email)
L:\TRAFFIC\ts\CLV004.2-13.docx

APPENDIX C

2018 PEAK HOUR TURNING MOVEMENT COUNT DATA

Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
702-217-1968
sstraffic@msn.com

File Name : Kyle Canyon and Oso Blanca
Site Code : 00000000
Start Date : 9/19/2018
Page No : 1

Groups Printed- Unshifted

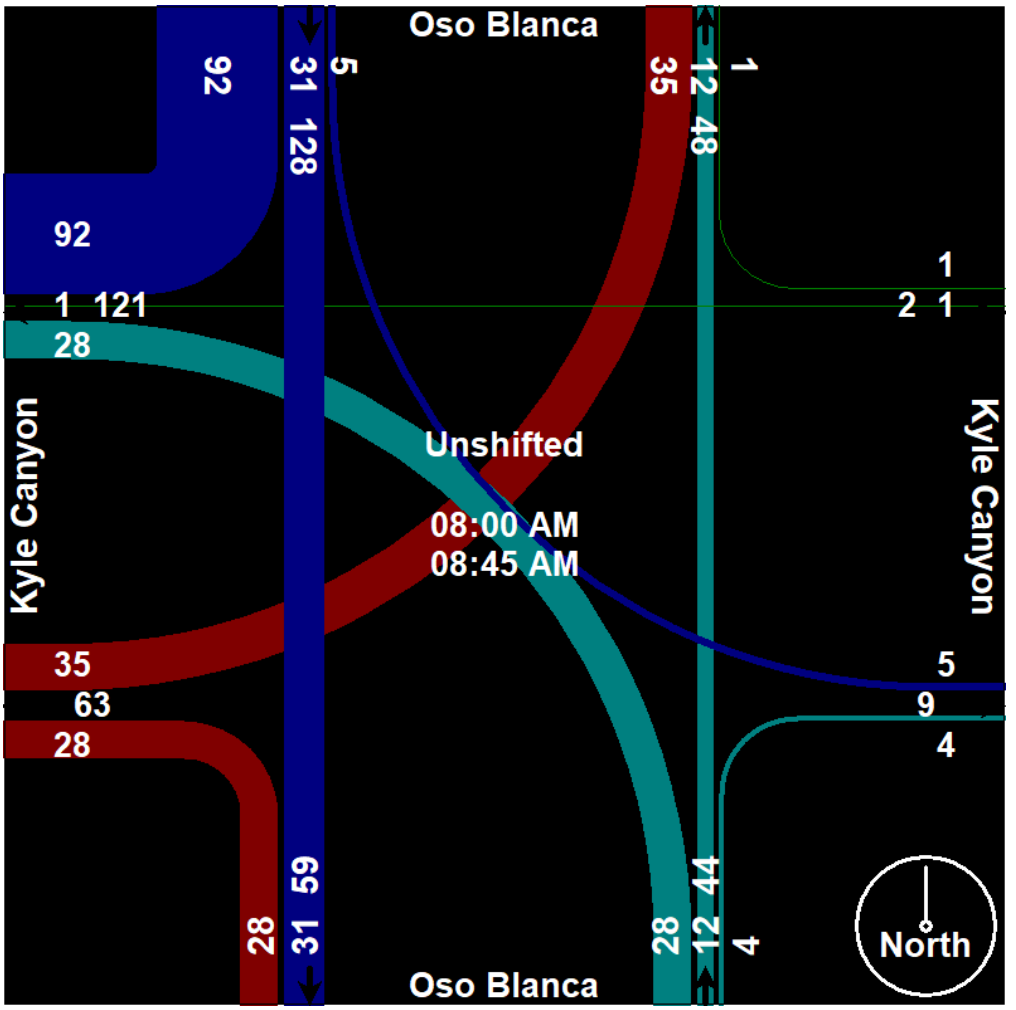
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Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	7	1	2	0	0	0	0	0	0	10	4	0	7	1	7	0	39
07:15 AM	7	1	1	0	1	0	0	0	1	7	6	0	8	0	9	0	41
07:30 AM	11	2	0	0	1	0	0	0	0	5	7	0	5	0	10	0	41
07:45 AM	15	0	1	0	1	0	0	0	0	1	6	0	11	0	8	0	43
Total	40	4	4	0	3	0	0	0	1	23	23	0	31	1	34	0	164
08:00 AM	17	7	1	0	1	0	0	0	3	1	4	0	4	0	8	0	46
08:15 AM	31	11	3	0	0	0	0	0	1	3	7	0	11	0	9	0	76
08:30 AM	24	6	1	0	0	0	0	0	0	5	11	0	7	0	10	0	64
08:45 AM	20	7	0	0	0	1	0	0	0	3	6	0	6	0	8	0	51
Total	92	31	5	0	1	1	0	0	4	12	28	0	28	0	35	0	237
*** BREAK ***																	
04:00 PM	8	12	0	0	0	0	0	0	0	0	6	0	6	2	4	0	38
04:15 PM	15	25	0	0	0	0	1	0	0	1	3	0	21	0	22	0	88
04:30 PM	16	23	1	0	0	0	0	0	0	3	8	0	8	0	18	0	77
04:45 PM	19	23	0	0	0	0	0	0	0	2	7	0	17	0	17	0	85
Total	58	83	1	0	0	0	1	0	0	6	24	0	52	2	61	0	288
05:00 PM	12	33	0	0	0	0	0	0	0	2	5	0	19	0	23	0	94
05:15 PM	19	17	0	0	0	0	0	0	0	1	10	0	20	0	33	0	100
05:30 PM	15	12	0	0	0	0	0	0	0	0	7	0	11	0	20	0	65
05:45 PM	20	25	0	0	0	0	0	0	0	7	10	0	10	0	18	0	90
Total	66	87	0	0	0	0	0	0	0	10	32	0	60	0	94	0	349
Grand Total	256	205	10	0	4	1	1	0	5	51	107	0	171	3	224	0	1038
Apprch %	54.4	43.5	2.1	0	66.7	16.7	16.7	0	3.1	31.3	65.6	0	43	0.8	56.3	0	
Total %	24.7	19.7	1	0	0.4	0.1	0.1	0	0.5	4.9	10.3	0	16.5	0.3	21.6	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
702-217-1968
sstraffic@msn.com

File Name : Kyle Canyon and Oso Blanca
Site Code : 00000000
Start Date : 9/19/2018
Page No : 2

	Oso Blanca Southbound					Kyle Canyon Westbound					Oso Blanca Northbound					Kyle Canyon Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	17	7	1	0	25	1	0	0	0	1	3	1	4	0	8	4	0	8	0	12	46
08:15 AM	31	11	3	0	45	0	0	0	0	0	1	3	7	0	11	11	0	9	0	20	76
08:30 AM	24	6	1	0	31	0	0	0	0	0	0	5	11	0	16	7	0	10	0	17	64
08:45 AM	20	7	0	0	27	0	1	0	0	1	0	3	6	0	9	6	0	8	0	14	51
Total Volume	92	31	5	0	128	1	1	0	0	2	4	12	28	0	44	28	0	35	0	63	237
% App. Total	71.9	24.2	3.9	0		50	50	0	0		9.1	27.3	63.6	0		44.4	0	55.6	0		
PHF	.742	.705	.417	.000	.711	.250	.250	.000	.000	.500	.333	.600	.636	.000	.688	.636	.000	.875	.000	.788	.780

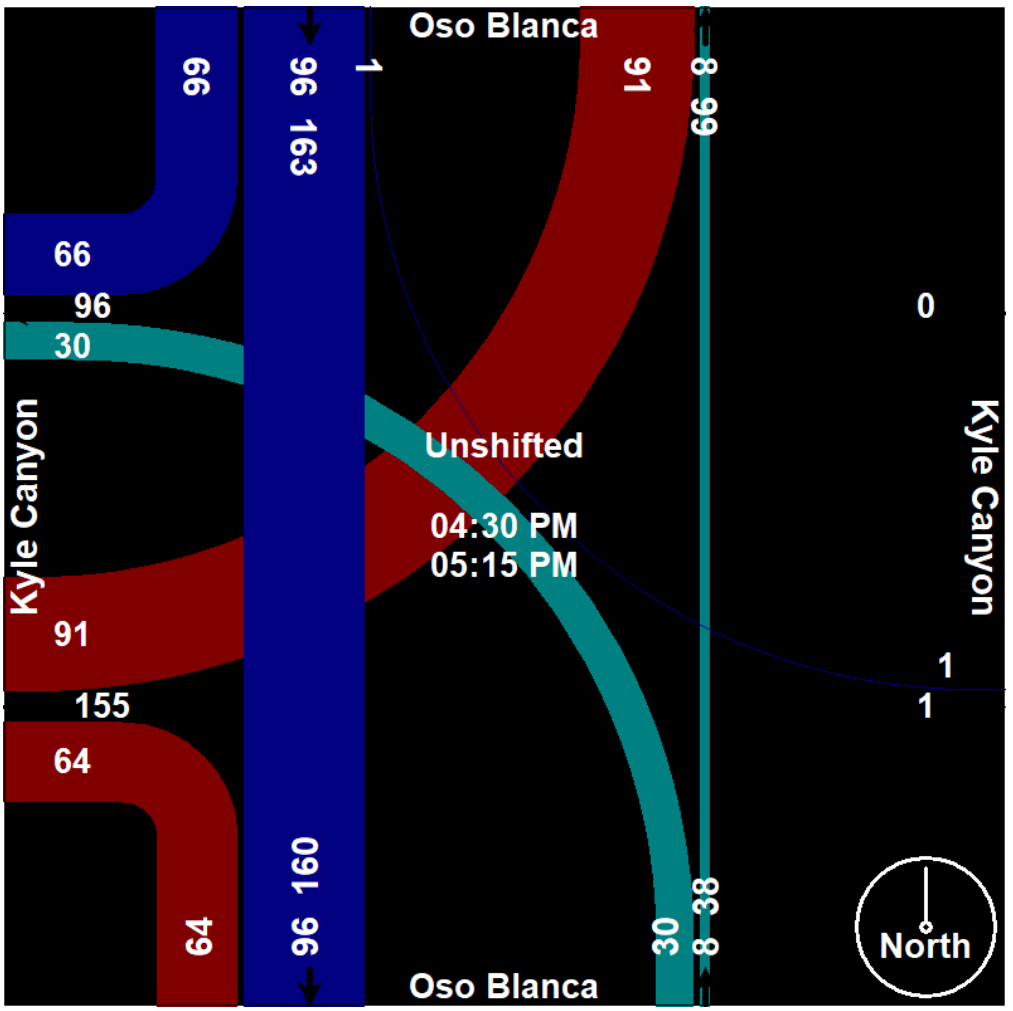


Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
702-217-1968
sstraffic@msn.com

File Name : Kyle Canyon and Oso Blanca
Site Code : 00000000
Start Date : 9/19/2018
Page No : 3

	Oso Blanca Southbound					Kyle Canyon Westbound					Oso Blanca Northbound					Kyle Canyon Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	16	23	1	0	40	0	0	0	0	0	0	3	8	0	11	8	0	18	0	26	77
04:45 PM	19	23	0	0	42	0	0	0	0	0	0	2	7	0	9	17	0	17	0	34	85
05:00 PM	12	33	0	0	45	0	0	0	0	0	0	2	5	0	7	19	0	23	0	42	94
05:15 PM	19	17	0	0	36	0	0	0	0	0	0	1	10	0	11	20	0	33	0	53	100
Total Volume	66	96	1	0	163	0	0	0	0	0	0	8	30	0	38	64	0	91	0	155	356
% App. Total	40.5	58.9	0.6	0		0	0	0	0		0	21.1	78.9	0		41.3	0	58.7	0		
PHF	.868	.727	.250	.000	.906	.000	.000	.000	.000	.000	.000	.667	.750	.000	.864	.800	.000	.689	.000	.731	.890



Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
702-217-1968
sstraffic@msn.com

File Name : Kyle Canyon-Oso Blanca - Bikes
Site Code : 00000000
Start Date : 9/19/2018
Page No : 1

Groups Printed- Unshifted

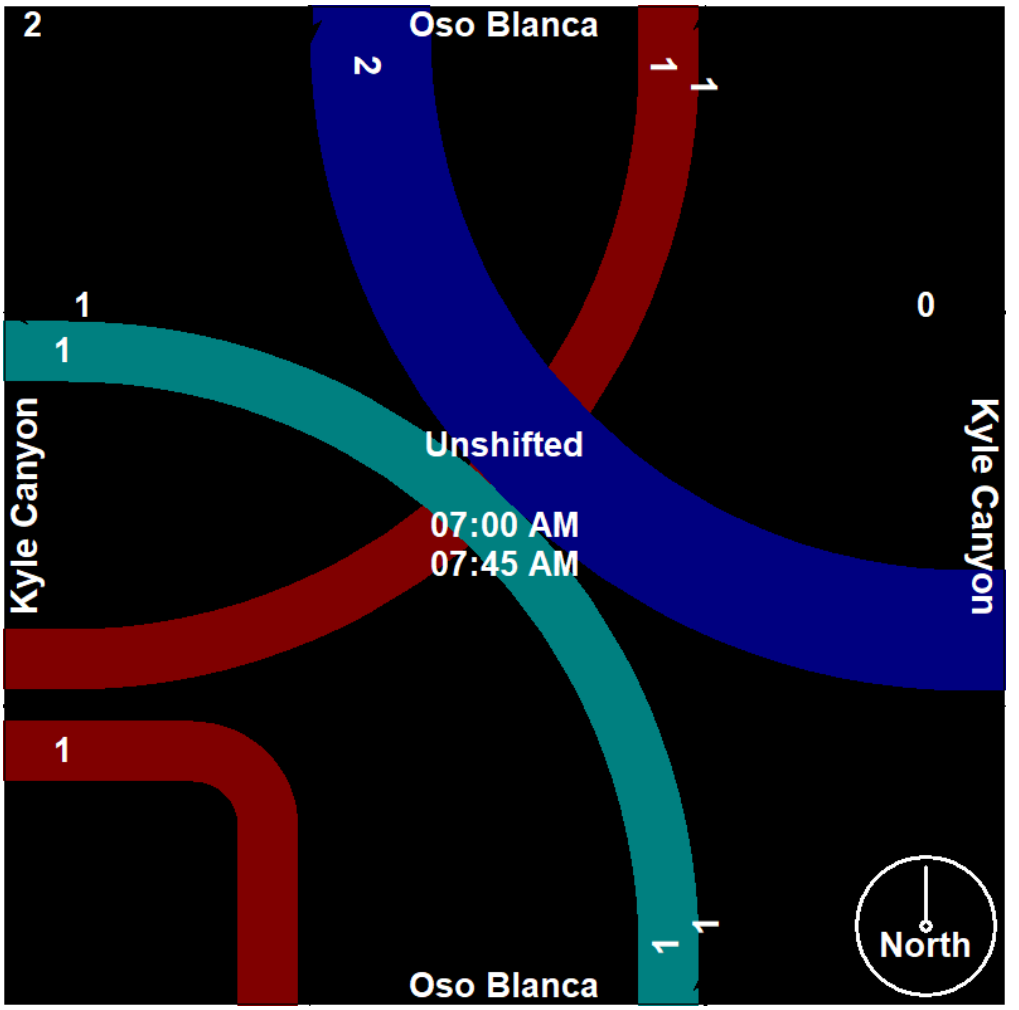
	Oso Blanca Southbound				Kyle Canyon Westbound				Oso Blanca Northbound				Kyle Canyon Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
Total	0	0	2	0	0	0	0	0	0	0	1	0	1	0	1	0	5
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Grand Total	1	0	2	0	0	0	0	0	0	0	1	0	1	0	1	0	6
Apprch %	33.3	0	66.7	0	0	0	0	0	0	0	100	0	50	0	50	0	
Total %	16.7	0	33.3	0	0	0	0	0	0	0	16.7	0	16.7	0	16.7	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
702-217-1968
sstraffic@msn.com

File Name : Kyle Canyon-Oso Blanca - Bikes
Site Code : 00000000
Start Date : 9/19/2018

	Oso Blanca Southbound					Kyle Canyon Westbound					Oso Blanca Northbound					Kyle Canyon Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
Total Volume	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	5
% App. Total	0	0	100	0		0	0	0	0		0	0	100	0		50	0	50	0		
PHF	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.000	.250	.625



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File Name : Kyle Canyon-Oso Blanca - Bikes
Site Code : 00000000
Start Date : 9/19/2018
Page No : 3

	Oso Blanca Southbound					Kyle Canyon Westbound					Oso Blanca Northbound					Kyle Canyon Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : Kyle Canyon-Oso Blanca - Peds
Site Code : 00000000
Start Date : 9/19/2018
Page No : 1

Groups Printed- Unshifted

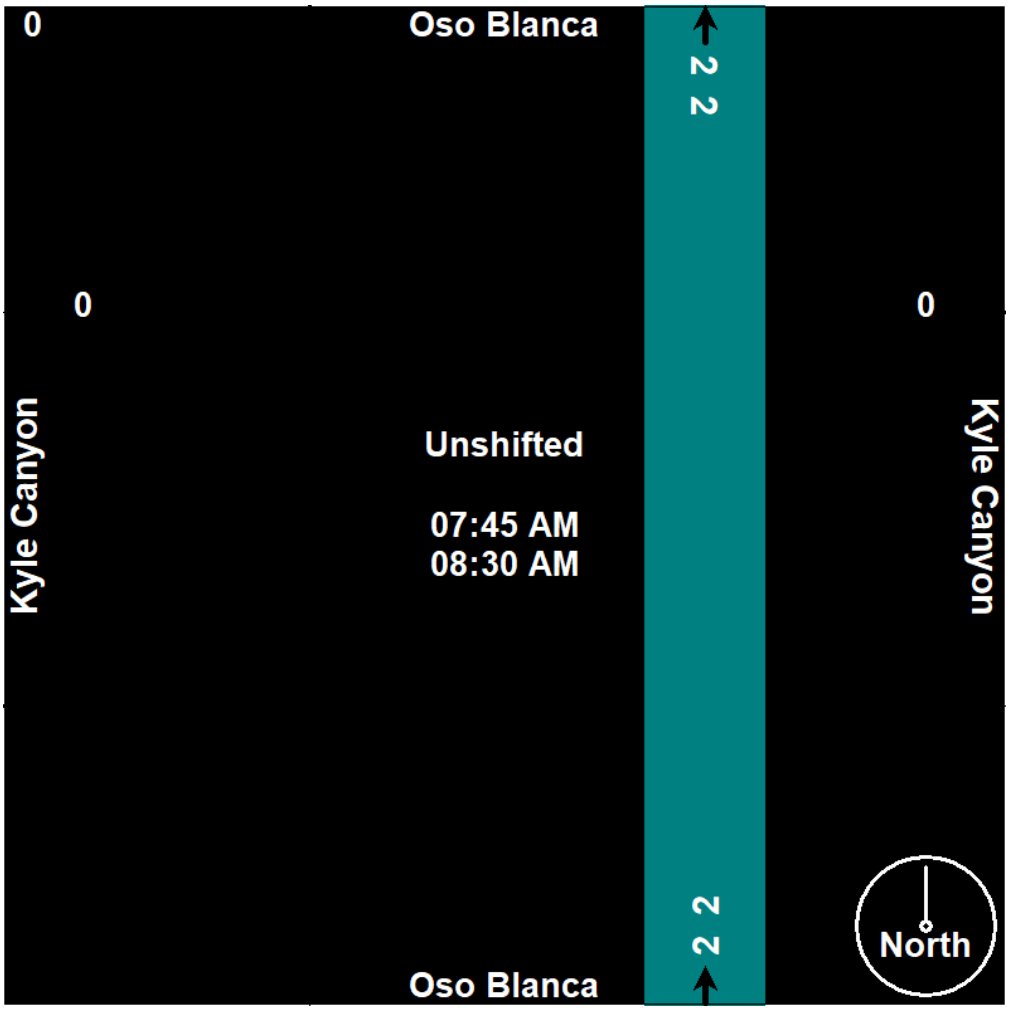
	Oso Blanca Southbound				Kyle Canyon Westbound				Oso Blanca Northbound				Kyle Canyon Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Apprch %	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	

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File Name : Kyle Canyon-Oso Blanca - Peds
Site Code : 00000000
Start Date : 9/19/2018
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	Oso Blanca Southbound					Kyle Canyon Westbound					Oso Blanca Northbound					Kyle Canyon Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% App. Total	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250



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File Name : Kyle Canyon-Oso Blanca - Peds
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Start Date : 9/19/2018
Page No : 3

	Oso Blanca Southbound					Kyle Canyon Westbound					Oso Blanca Northbound					Kyle Canyon Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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1819 Quarley Place
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File Name : Log Cabin-Skye Canyon Park
Site Code : 00000044
Start Date : 9/13/2018
Page No : 1

Groups Printed- Unshifted

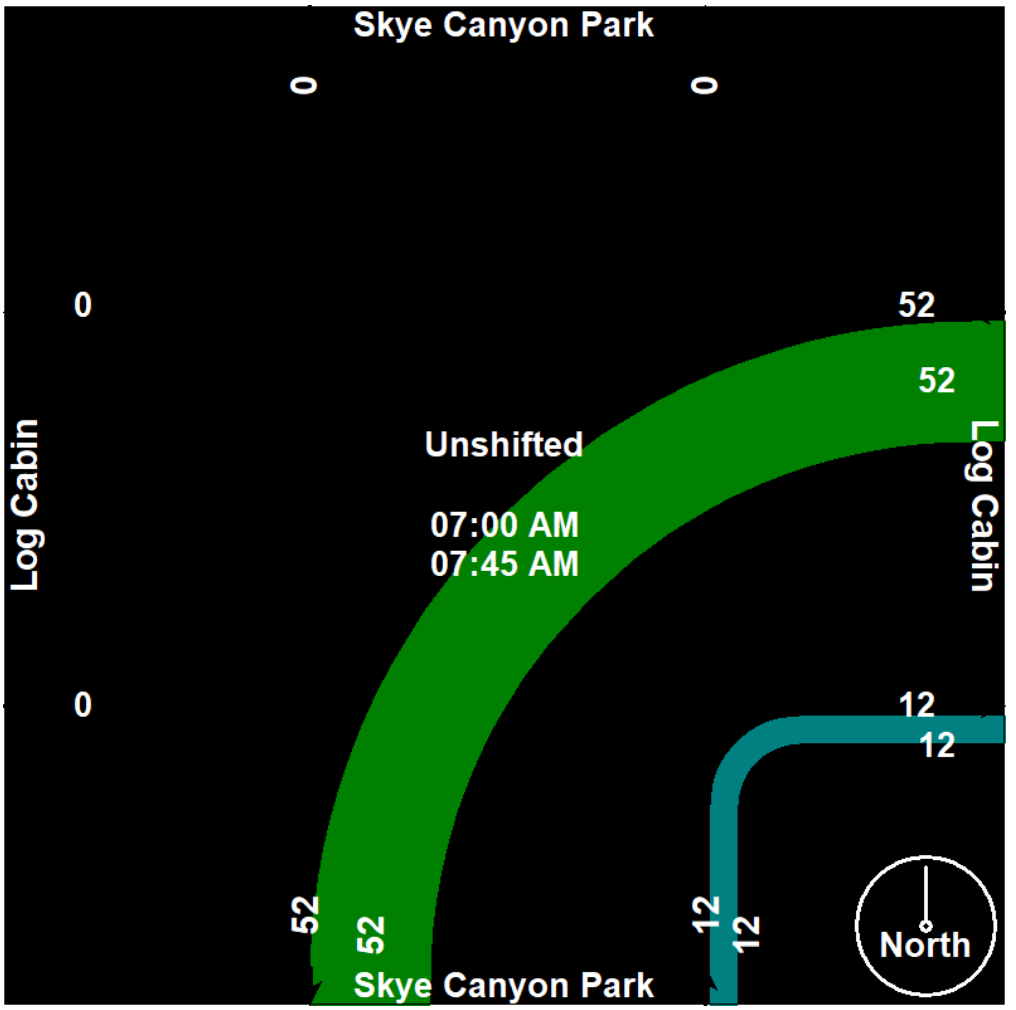
	Log Cabin Westbound				Skye Canyon Park Northbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	0	18	0	2	0	0	0	20
07:15 AM	0	0	13	0	3	0	0	0	16
07:30 AM	0	0	13	0	3	0	0	0	16
07:45 AM	0	0	8	0	4	0	0	0	12
Total	0	0	52	0	12	0	0	0	64
08:00 AM	0	0	7	0	0	0	0	0	7
08:15 AM	0	0	5	0	2	0	0	0	7
08:30 AM	0	0	6	0	5	0	0	0	11
08:45 AM	0	0	10	0	4	0	0	0	14
Total	0	0	28	0	11	0	0	0	39
*** BREAK ***									
04:00 PM	0	0	6	0	9	0	0	0	15
04:15 PM	0	0	3	0	6	0	0	0	9
04:30 PM	0	0	5	0	9	0	0	0	14
04:45 PM	0	0	8	0	18	0	0	0	26
Total	0	0	22	0	42	0	0	0	64
05:00 PM	0	0	7	0	16	0	0	0	23
05:15 PM	0	0	4	0	19	0	0	0	23
05:30 PM	0	0	4	0	17	0	0	0	21
05:45 PM	0	0	2	0	11	0	0	0	13
Total	0	0	17	0	63	0	0	0	80
Grand Total	0	0	119	0	128	0	0	0	247
Apprch %	0	0	100	0	100	0	0	0	
Total %	0	0	48.2	0	51.8	0	0	0	

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File Name : Log Cabin-Skye Canyon Park
Site Code : 00000044
Start Date : 9/13/2018

	Southbound	Log Cabin Westbound					Skye Canyon Park Northbound					Eastbound	
Start Time	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	18	0	18	2	0	0	0	2	0	20
07:15 AM	0	0	0	13	0	13	3	0	0	0	3	0	16
07:30 AM	0	0	0	13	0	13	3	0	0	0	3	0	16
07:45 AM	0	0	0	8	0	8	4	0	0	0	4	0	12
Total Volume	0	0	0	52	0	52	12	0	0	0	12	0	64
% App. Total		0	0	100	0		100	0	0	0			
PHF	.000	.000	.000	.722	.000	.722	.750	.000	.000	.000	.750	.000	.800

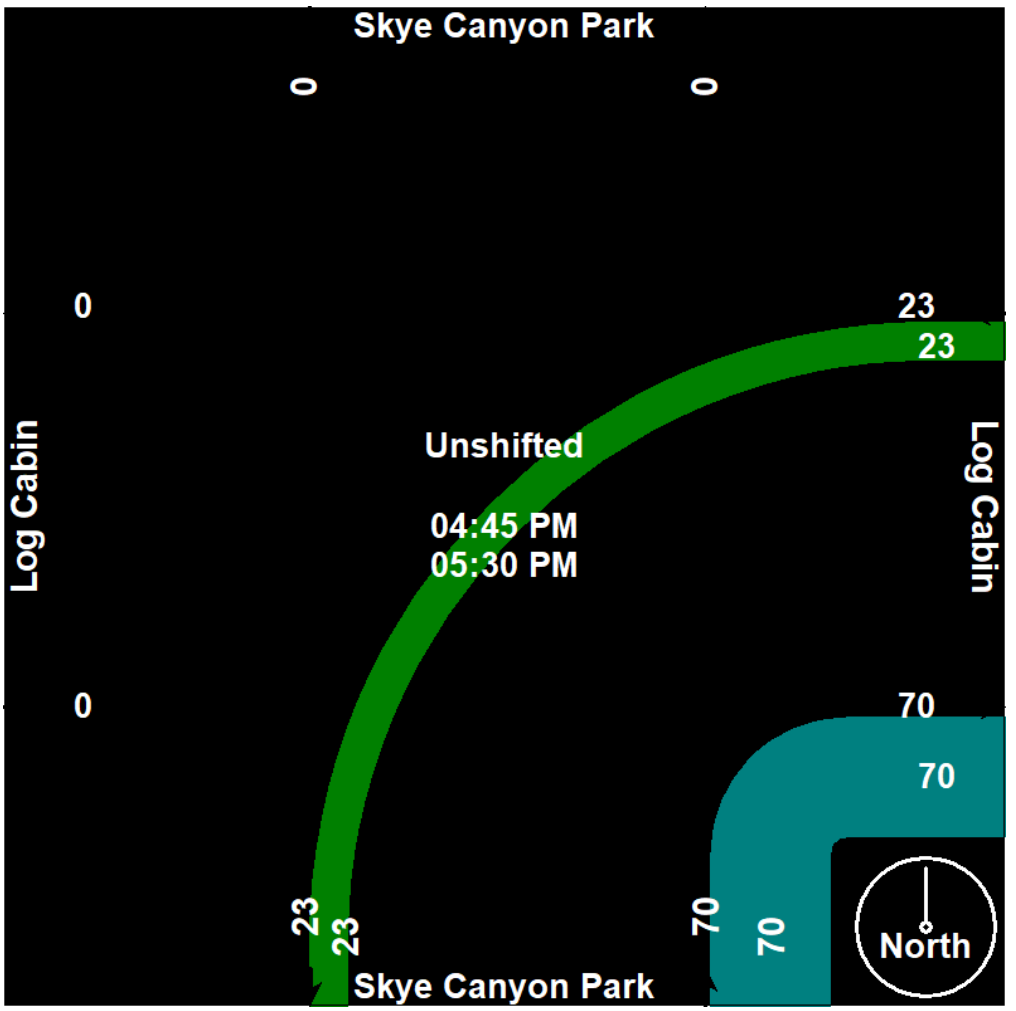


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File Name : Log Cabin-Skye Canyon Park
Site Code : 00000044
Start Date : 9/13/2018

	Southbound	Log Cabin Westbound					Skye Canyon Park Northbound					Eastbound	
Start Time	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	0	0	8	0	8	18	0	0	0	18	0	26
05:00 PM	0	0	0	7	0	7	16	0	0	0	16	0	23
05:15 PM	0	0	0	4	0	4	19	0	0	0	19	0	23
05:30 PM	0	0	0	4	0	4	17	0	0	0	17	0	21
Total Volume	0	0	0	23	0	23	70	0	0	0	70	0	93
% App. Total		0	0	100	0		100	0	0	0			
PHF	.000	.000	.000	.719	.000	.719	.921	.000	.000	.000	.921	.000	.894



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1819 Quarley Place
Henderson, Nevada 89014
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File Name : Log Cabin-Skye Canyon Park - Bikes
Site Code : 00000044
Start Date : 9/13/2018
Page No : 1

Groups Printed- Unshifted

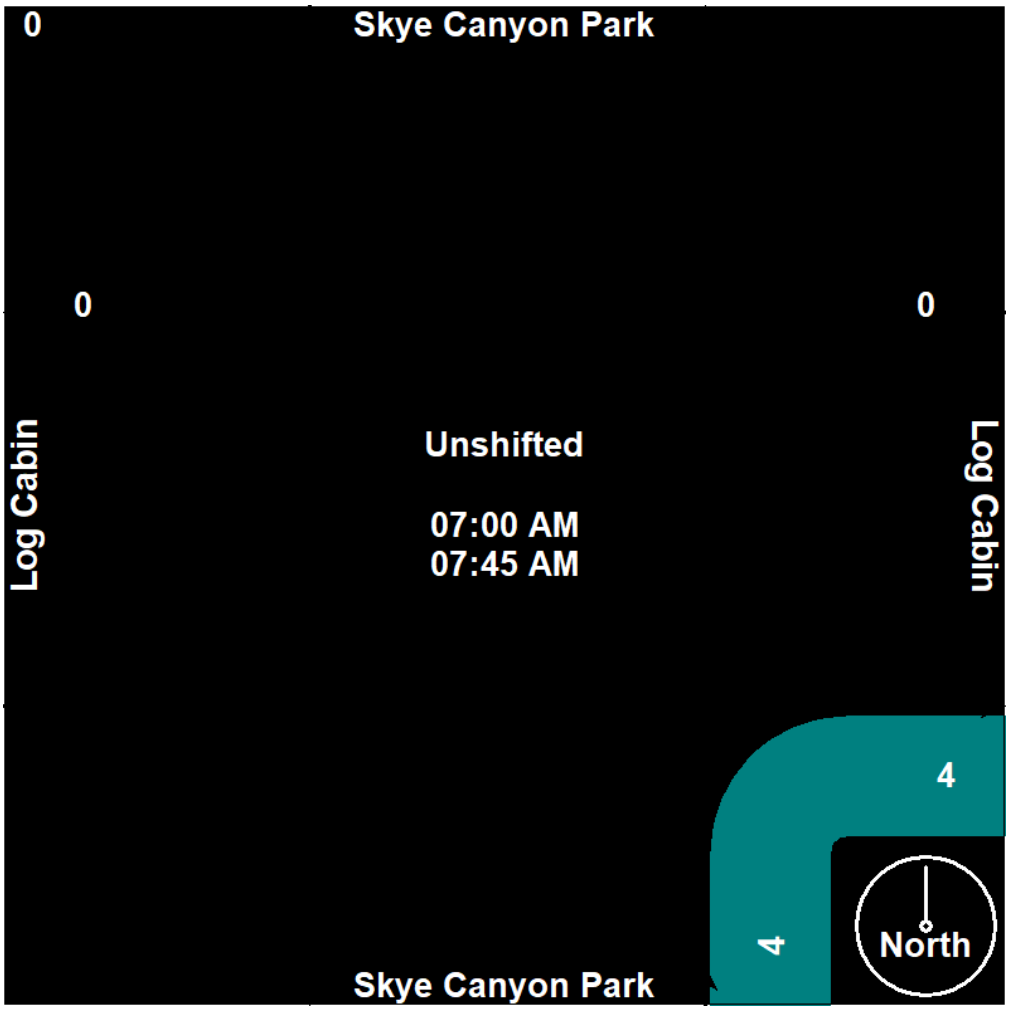
	Skye Canyon Park Southbound				Log Cabin Westbound				Skye Canyon Park Northbound				Log Cabin Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
*** BREAK ***																	
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
*** BREAK ***																	
08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
05:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
*** BREAK ***																	
Total	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	7
Apprch %	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	28.6	0	71.4	0	0	0	0	0	0	0	

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File Name : Log Cabin-Skye Canyon Park - Bikes
Site Code : 00000044
Start Date : 9/13/2018

	Skye Canyon Park Southbound					Log Cabin Westbound					Skye Canyon Park Northbound					Log Cabin Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.333	.000	.000	.000	.333	.000	.000	.000	.000	.000	.333

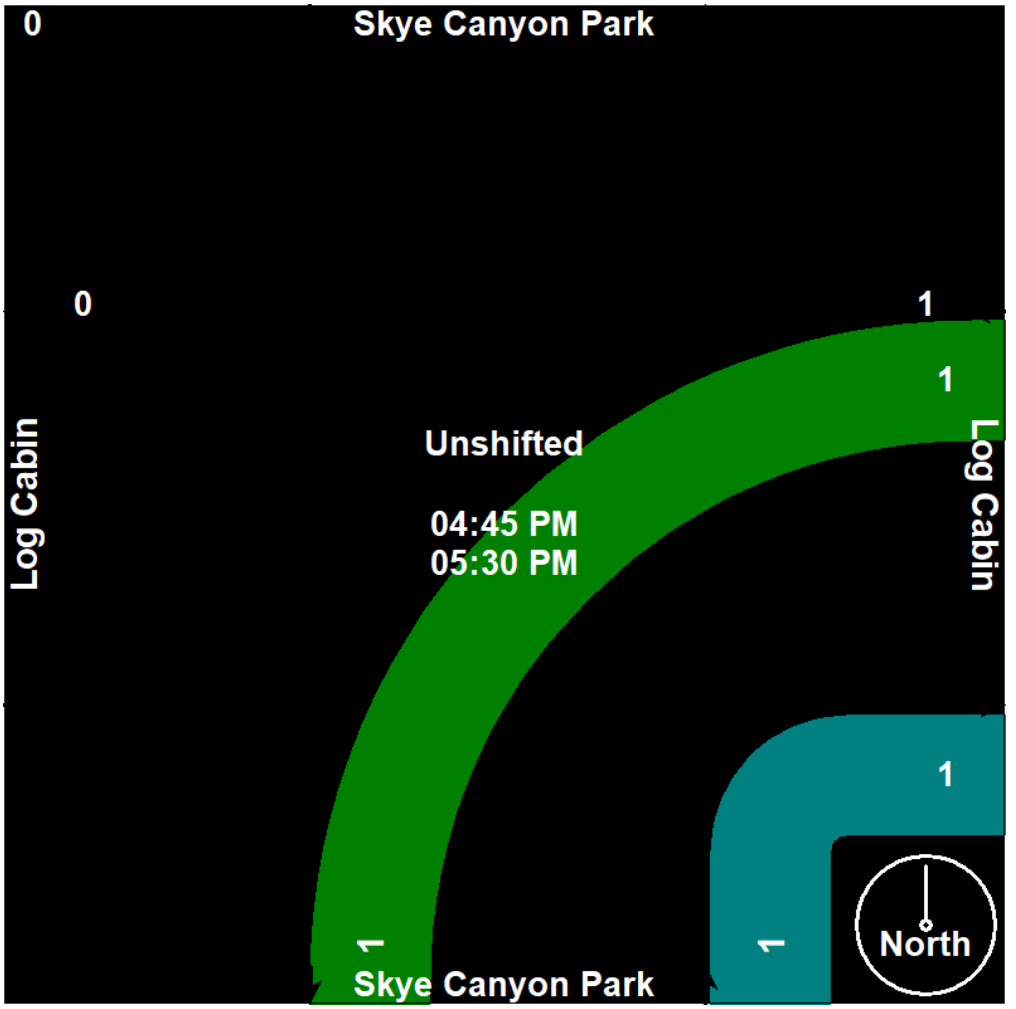


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Henderson, Nevada 89014
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File Name : Log Cabin-Skye Canyon Park - Bikes
Site Code : 00000044
Start Date : 9/13/2018

	Skye Canyon Park Southbound					Log Cabin Westbound					Skye Canyon Park Northbound					Log Cabin Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
% App. Total	0	0	0	0		0	0	100	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250



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File Name : Log Cabin-Skye Canyon Park - Peds
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Start Date : 9/13/2018
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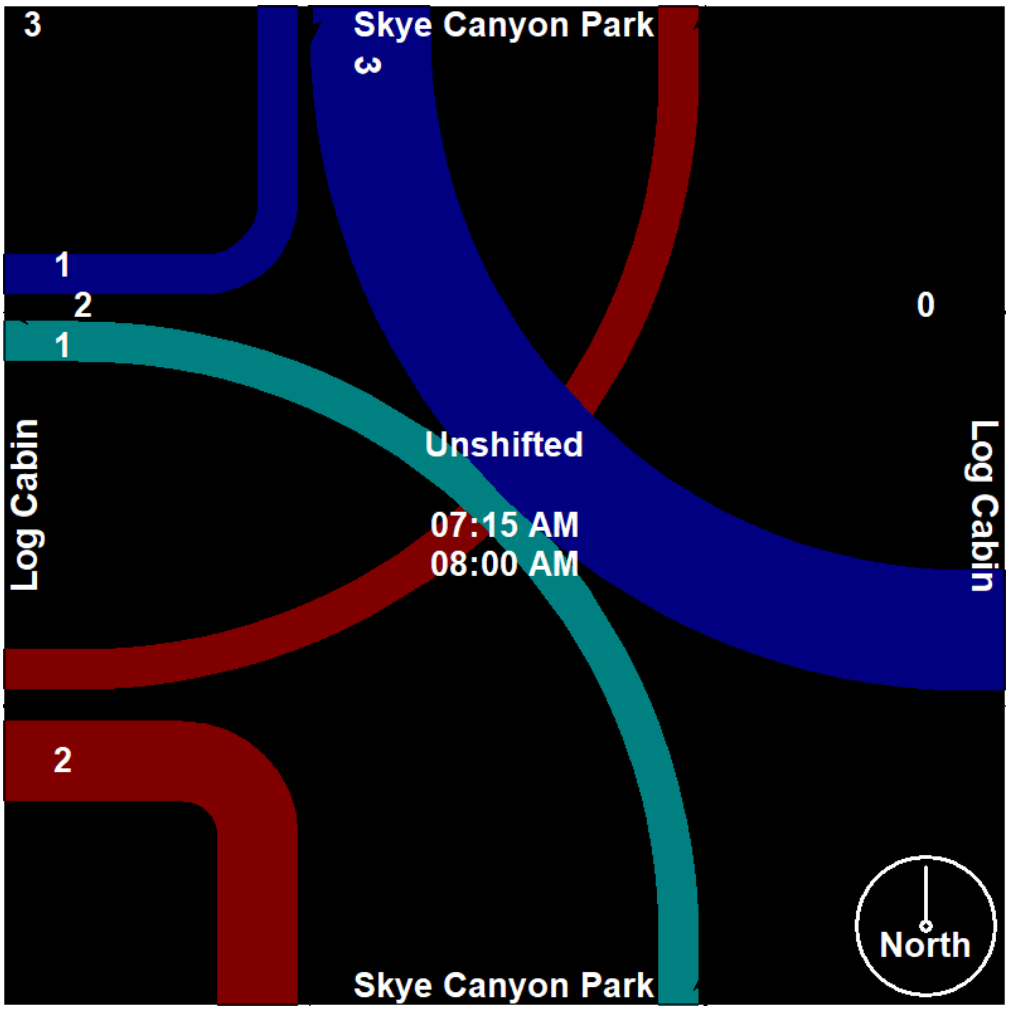
	Skye Canyon Park Southbound				Log Cabin Westbound				Skye Canyon Park Northbound				Log Cabin Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
07:15 AM	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	5
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
*** BREAK ***																	
Total	1	0	3	0	0	0	0	0	0	0	1	0	1	0	1	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***																	
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																	
Grand Total	1	0	3	0	0	0	1	0	0	0	2	0	2	0	1	0	10
Apprch %	25	0	75	0	0	0	100	0	0	0	100	0	66.7	0	33.3	0	
Total %	10	0	30	0	0	0	10	0	0	0	20	0	20	0	10	0	

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File Name : Log Cabin-Skye Canyon Park - Peds
Site Code : 00000044
Start Date : 9/13/2018

	Skye Canyon Park Southbound					Log Cabin Westbound					Skye Canyon Park Northbound					Log Cabin Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	0	2	0	3	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	5
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	1	0	3	0	4	0	0	0	0	0	0	0	1	0	1	2	0	1	0	3	8
% App. Total	25	0	75	0		0	0	0	0		0	0	100	0		66.7	0	33.3	0		
PHF	.250	.000	.375	.000	.333	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.250	.000	.750	.400

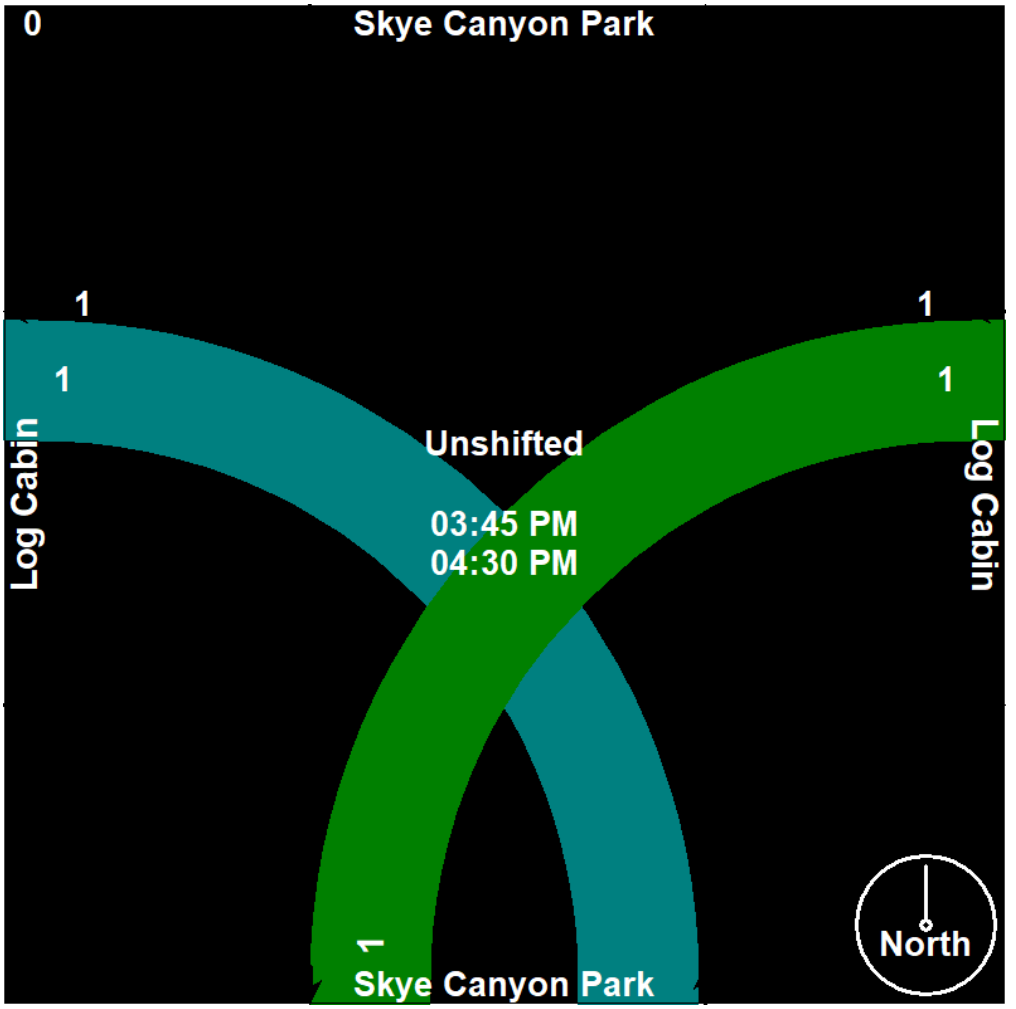


Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
702-217-1968
sstraffic@msn.com

File Name : Log Cabin-Skye Canyon Park - Peds
Site Code : 00000044
Start Date : 9/13/2018

	Skye Canyon Park Southbound					Log Cabin Westbound					Skye Canyon Park Northbound					Log Cabin Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
% App. Total	0	0	0	0		0	0	100	0		0	0	100	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500



Silver State Traffic Data Collection, LLC

1819 Quarley Place
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702-217-1968
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File Name : Skye Canyon Park-O'Hare
Site Code : 00000044
Start Date : 9/12/2018
Page No : 1

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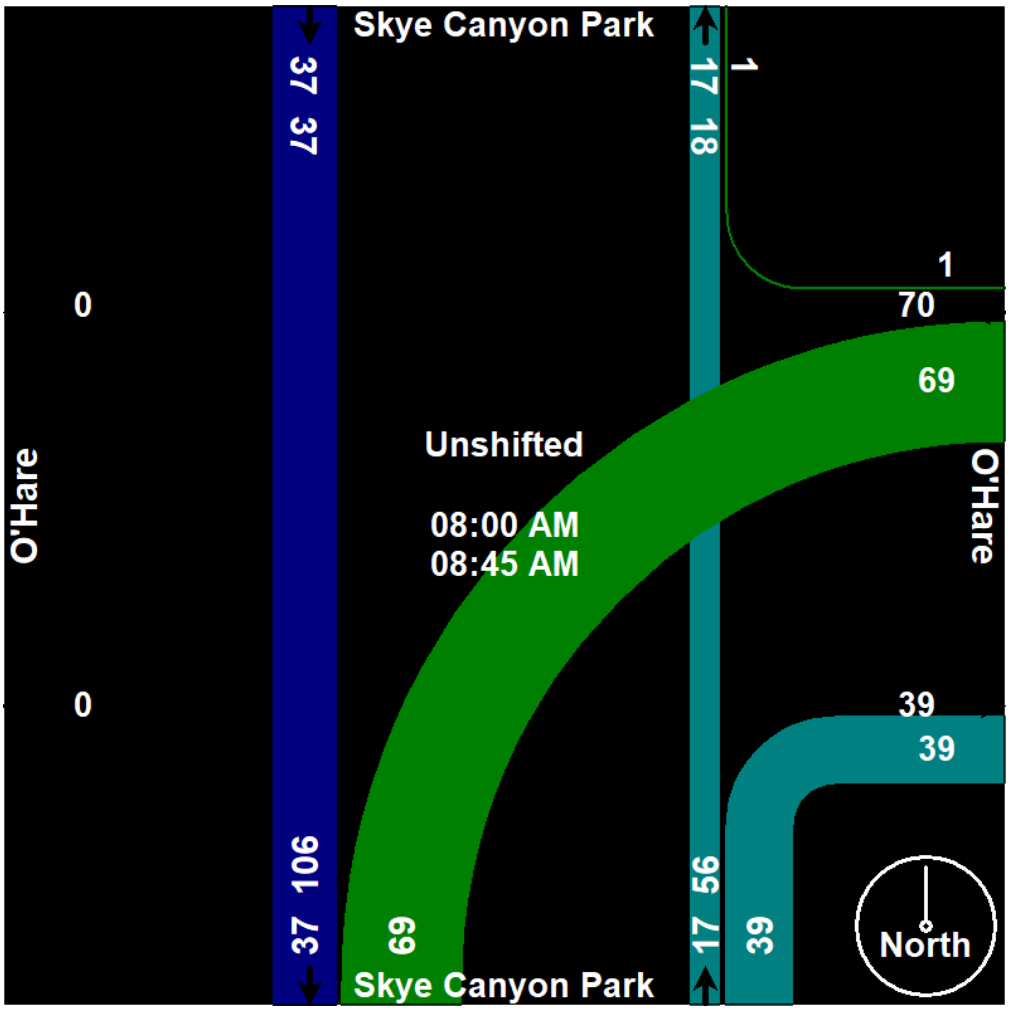
	Skye Canyon Park Southbound				O'Hare Westbound				Skye Canyon Park Northbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	18	0	0	0	0	17	0	4	1	0	0	40
07:15 AM	0	18	0	0	0	0	18	0	3	3	0	0	42
07:30 AM	0	14	0	0	0	0	16	0	5	4	0	0	39
07:45 AM	0	17	0	0	0	0	11	0	5	3	0	0	36
Total	0	67	0	0	0	0	62	0	17	11	0	0	157
08:00 AM	0	5	0	0	0	0	20	0	10	4	0	0	39
08:15 AM	0	9	0	0	1	0	11	0	10	4	0	0	35
08:30 AM	0	7	0	0	0	0	13	0	5	7	0	0	32
08:45 AM	0	16	0	0	0	0	25	0	14	2	0	0	57
Total	0	37	0	0	1	0	69	0	39	17	0	0	163
*** BREAK ***													
04:00 PM	0	4	2	0	1	0	8	0	13	21	0	0	49
04:15 PM	0	5	1	0	1	0	8	0	26	8	0	0	49
04:30 PM	0	5	0	0	0	0	13	0	16	13	0	0	47
04:45 PM	0	5	0	0	0	0	8	0	15	14	0	0	42
Total	0	19	3	0	2	0	37	0	70	56	0	0	187
05:00 PM	0	6	0	0	0	0	11	0	23	12	0	0	52
05:15 PM	0	9	0	0	0	0	14	0	17	14	0	0	54
05:30 PM	0	6	0	0	0	0	11	0	21	15	0	0	53
05:45 PM	0	2	0	0	0	0	12	0	20	14	0	0	48
Total	0	23	0	0	0	0	48	0	81	55	0	0	207
Grand Total	0	146	3	0	3	0	216	0	207	139	0	0	714
Apprch %	0	98	2	0	1.4	0	98.6	0	59.8	40.2	0	0	
Total %	0	20.4	0.4	0	0.4	0	30.3	0	29	19.5	0	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : Skye Canyon Park-O'Hare
Site Code : 00000044
Start Date : 9/12/2018

	Skye Canyon Park Southbound					O'Hare Westbound					Skye Canyon Park Northbound					Eastbound	
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	5	0	0	5	0	0	20	0	20	10	4	0	0	14	0	39
08:15 AM	0	9	0	0	9	1	0	11	0	12	10	4	0	0	14	0	35
08:30 AM	0	7	0	0	7	0	0	13	0	13	5	7	0	0	12	0	32
08:45 AM	0	16	0	0	16	0	0	25	0	25	14	2	0	0	16	0	57
Total Volume	0	37	0	0	37	1	0	69	0	70	39	17	0	0	56	0	163
% App. Total	0	100	0	0		1.4	0	98.6	0		69.6	30.4	0	0			
PHF	.000	.578	.000	.000	.578	.250	.000	.690	.000	.700	.696	.607	.000	.000	.875	.000	.715

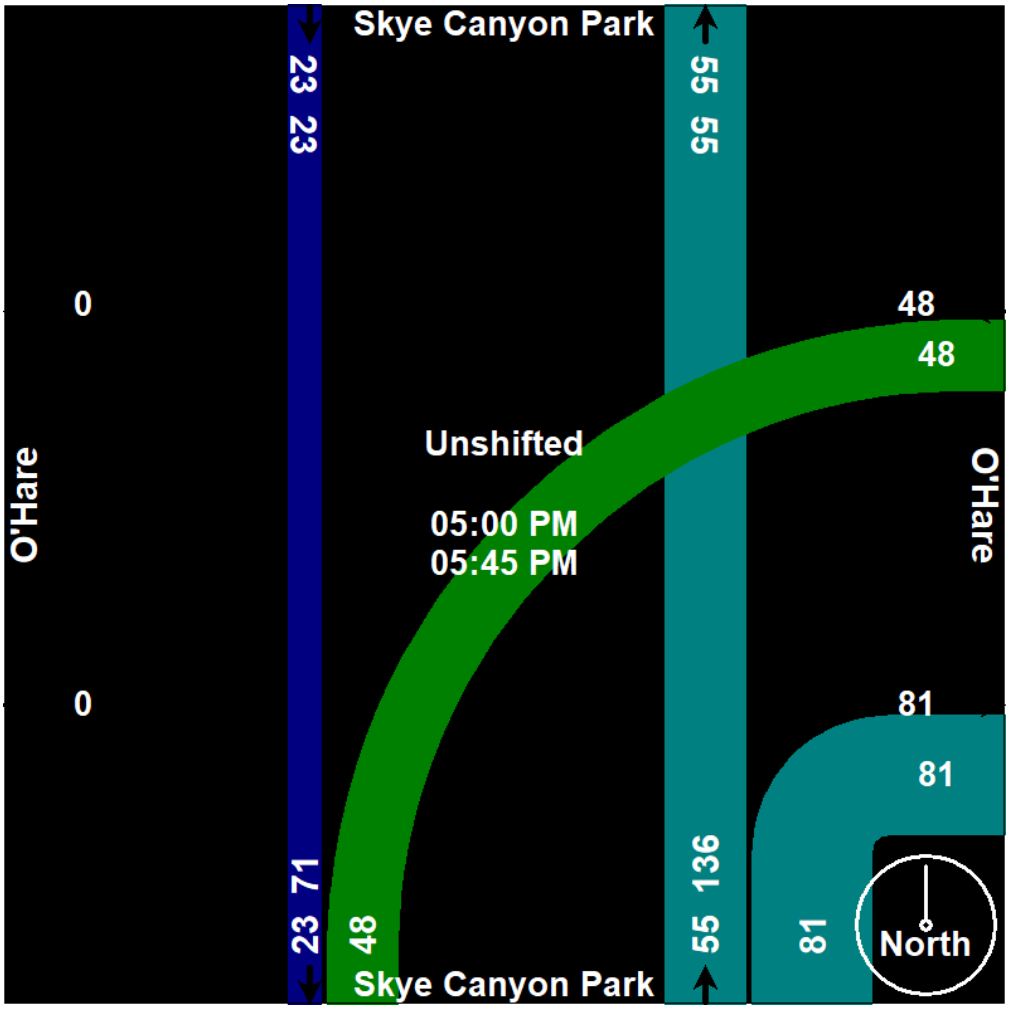


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File Name : Skye Canyon Park-O'Hare
Site Code : 00000044
Start Date : 9/12/2018
Page No : 3

	Skye Canyon Park Southbound					O'Hare Westbound					Skye Canyon Park Northbound					Eastbound	
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	6	0	0	6	0	0	11	0	11	23	12	0	0	35	0	52
05:15 PM	0	9	0	0	9	0	0	14	0	14	17	14	0	0	31	0	54
05:30 PM	0	6	0	0	6	0	0	11	0	11	21	15	0	0	36	0	53
05:45 PM	0	2	0	0	2	0	0	12	0	12	20	14	0	0	34	0	48
Total Volume	0	23	0	0	23	0	0	48	0	48	81	55	0	0	136	0	207
% App. Total	0	100	0	0		0	0	100	0		59.6	40.4	0	0			
PHF	.000	.639	.000	.000	.639	.000	.000	.857	.000	.857	.880	.917	.000	.000	.944	.000	.958



Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : Skye Canyon Park-O'Hare - Bikes
Site Code : 00000044
Start Date : 9/12/2018
Page No : 1

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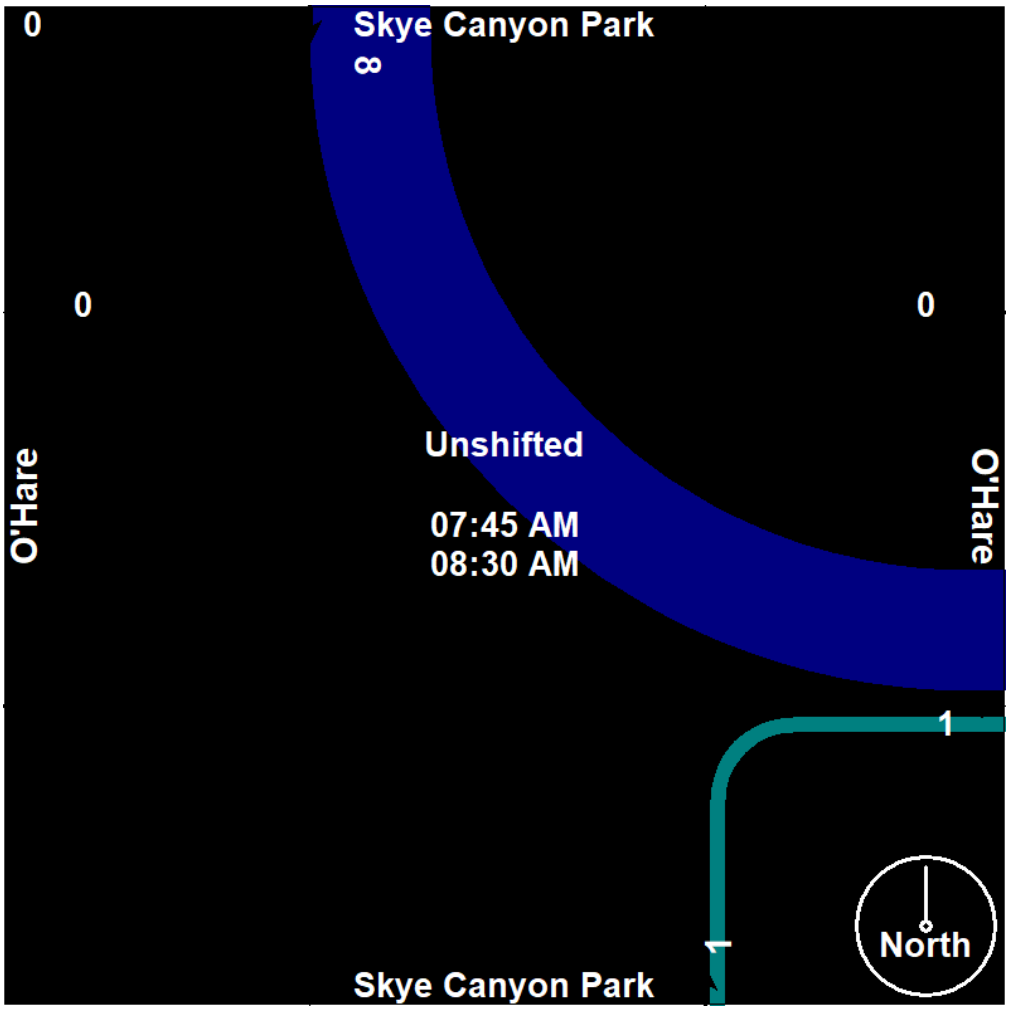
	Skye Canyon Park Southbound				O'Hare Westbound				Skye Canyon Park Northbound				O'Hare Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
07:00 AM	0	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	5
*** BREAK ***																	
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0	6
08:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
08:30 AM	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
*** BREAK ***																	
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Grand Total	0	0	11	0	0	0	0	0	5	0	0	0	0	0	0	0	16
Apprch %	0	0	100	0	0	0	0	0	100	0	0	0	0	0	0	0	
Total %	0	0	68.8	0	0	0	0	0	31.2	0	0	0	0	0	0	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : Skye Canyon Park-O'Hare - Bikes
Site Code : 00000044
Start Date : 9/12/2018

	Skye Canyon Park Southbound					O'Hare Westbound					Skye Canyon Park Northbound					O'Hare Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total Volume	0	0	8	0	8	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	9
% App. Total	0	0	100	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.286	.000	.286	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.321

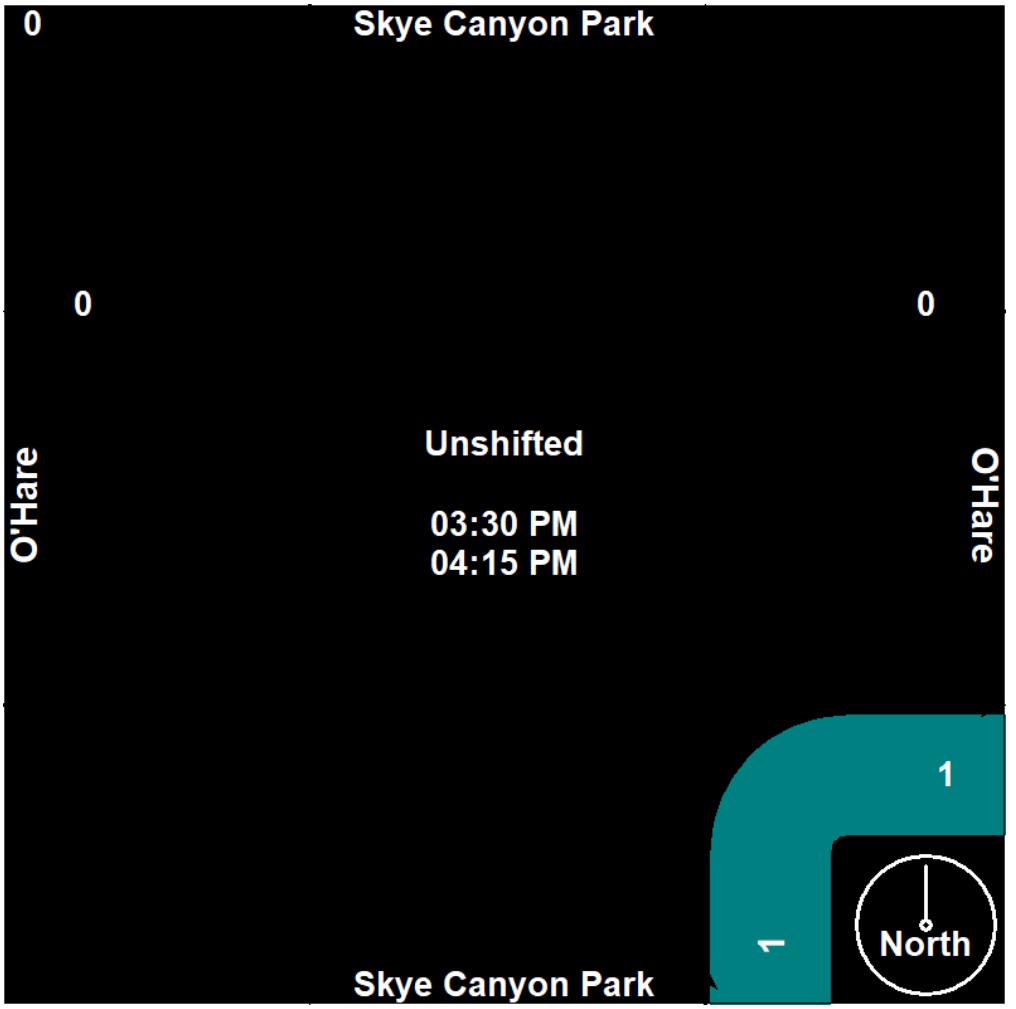


Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
702-217-1968
sstraffic@msn.com

File Name : Skye Canyon Park-O'Hare - Bikes
Site Code : 00000044
Start Date : 9/12/2018

	Skye Canyon Park Southbound					O'Hare Westbound					Skye Canyon Park Northbound					O'Hare Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250



Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : Skye Canyon Park-O'Hare - Peds
Site Code : 00000044
Start Date : 9/12/2018
Page No : 1

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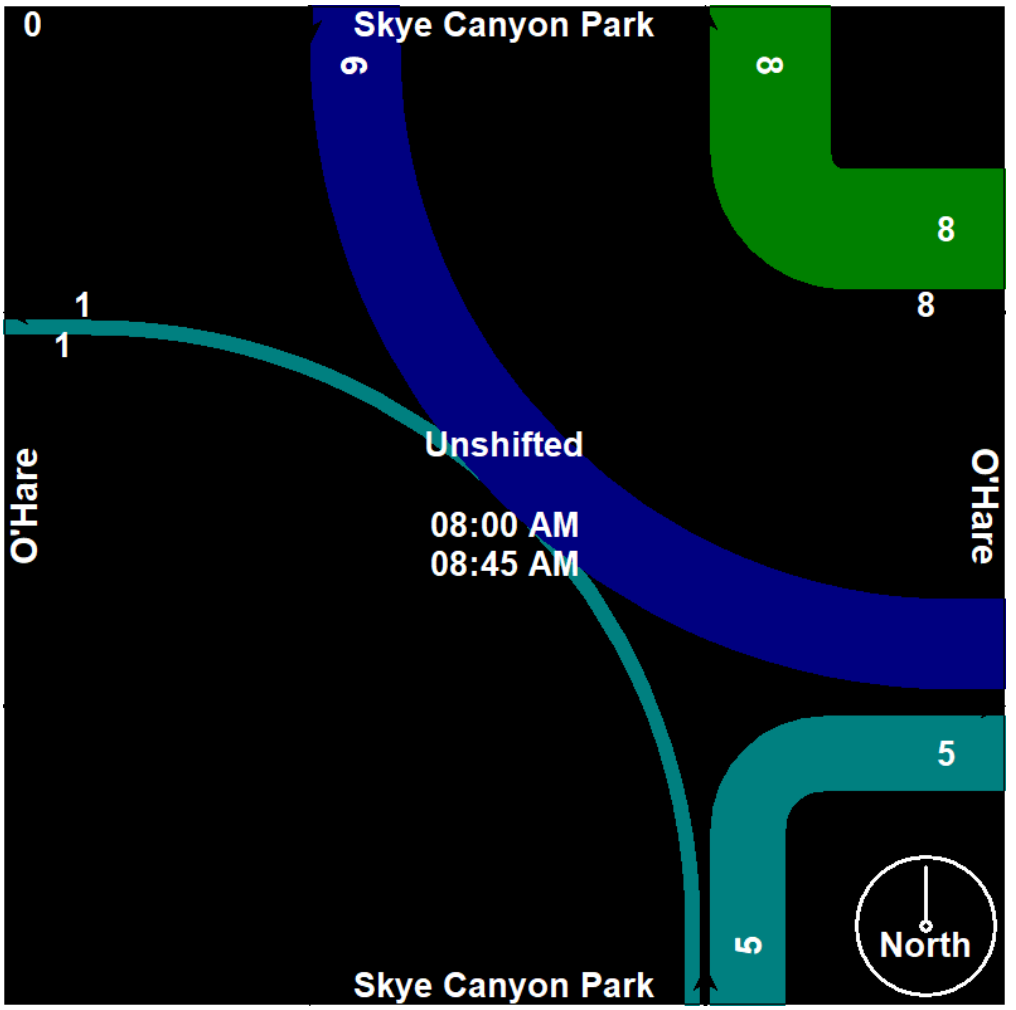
	Skye Canyon Park Southbound				O'Hare Westbound				Skye Canyon Park Northbound				O'Hare Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
07:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
*** BREAK ***																	
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	6
08:00 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	2	0	8	0	0	0	5	0	0	0	0	0	0	0	15
Total	0	0	6	0	8	0	0	0	5	0	1	0	0	0	0	0	20
09:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
*** BREAK ***																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																	
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	13	0	8	0	0	0	7	0	3	0	0	0	0	0	31
Apprch %	0	0	100	0	100	0	0	0	70	0	30	0	0	0	0	0	
Total %	0	0	41.9	0	25.8	0	0	0	22.6	0	9.7	0	0	0	0	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
702-217-1968
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File Name : Skye Canyon Park-O'Hare - Peds
Site Code : 00000044
Start Date : 9/12/2018

	Skye Canyon Park Southbound					O'Hare Westbound					Skye Canyon Park Northbound					O'Hare Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	2	0	2	8	0	0	0	8	5	0	0	0	5	0	0	0	0	0	15
Total Volume	0	0	6	0	6	8	0	0	0	8	5	0	1	0	6	0	0	0	0	0	20
% App. Total	0	0	100	0		100	0	0	0		83.3	0	16.7	0		0	0	0	0		
PHF	.000	.000	.750	.000	.750	.250	.000	.000	.000	.250	.250	.000	.250	.000	.300	.000	.000	.000	.000	.000	.333

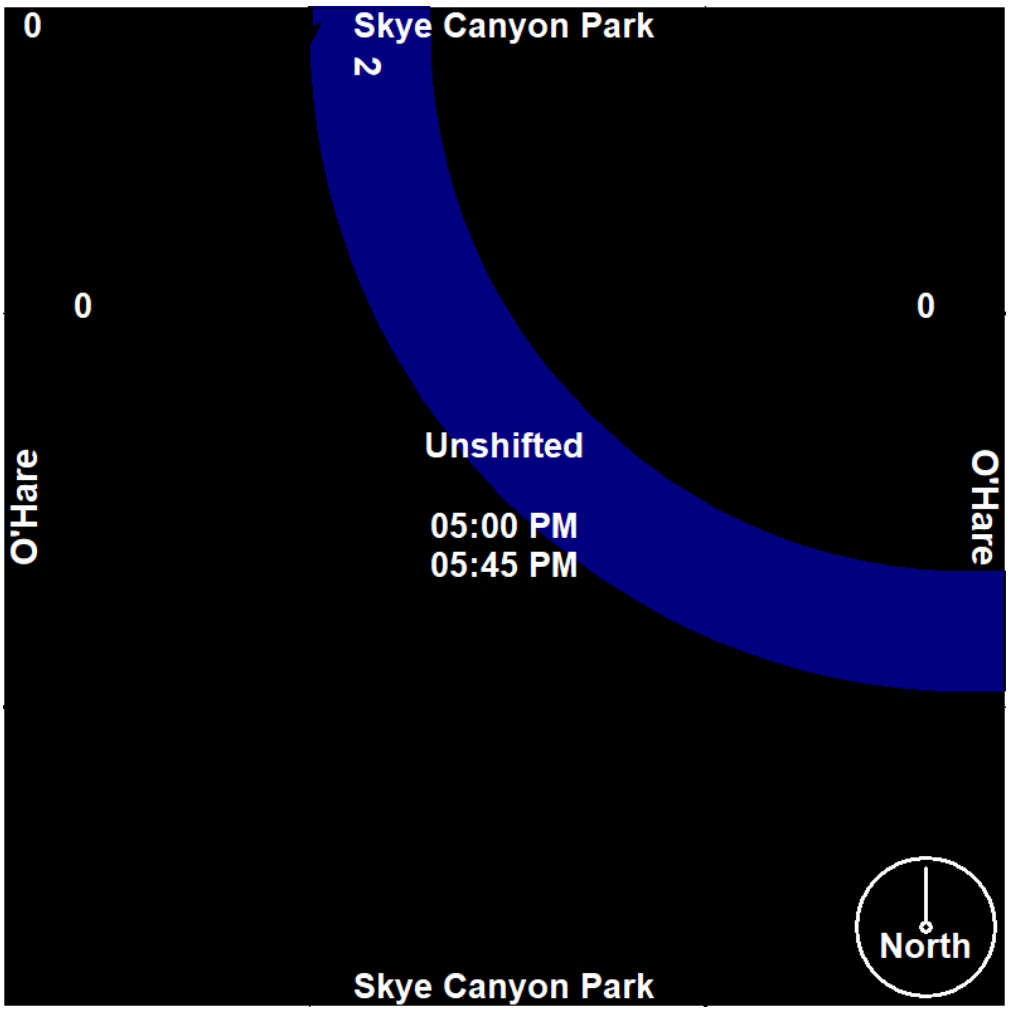


Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : Skye Canyon Park-O'Hare - Peds
Site Code : 00000044
Start Date : 9/12/2018

	Skye Canyon Park Southbound					O'Hare Westbound					Skye Canyon Park Northbound					O'Hare Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500



Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : Skye Canyon Park-Iron Mountain
Site Code : 00000777
Start Date : 9/12/2018
Page No : 1

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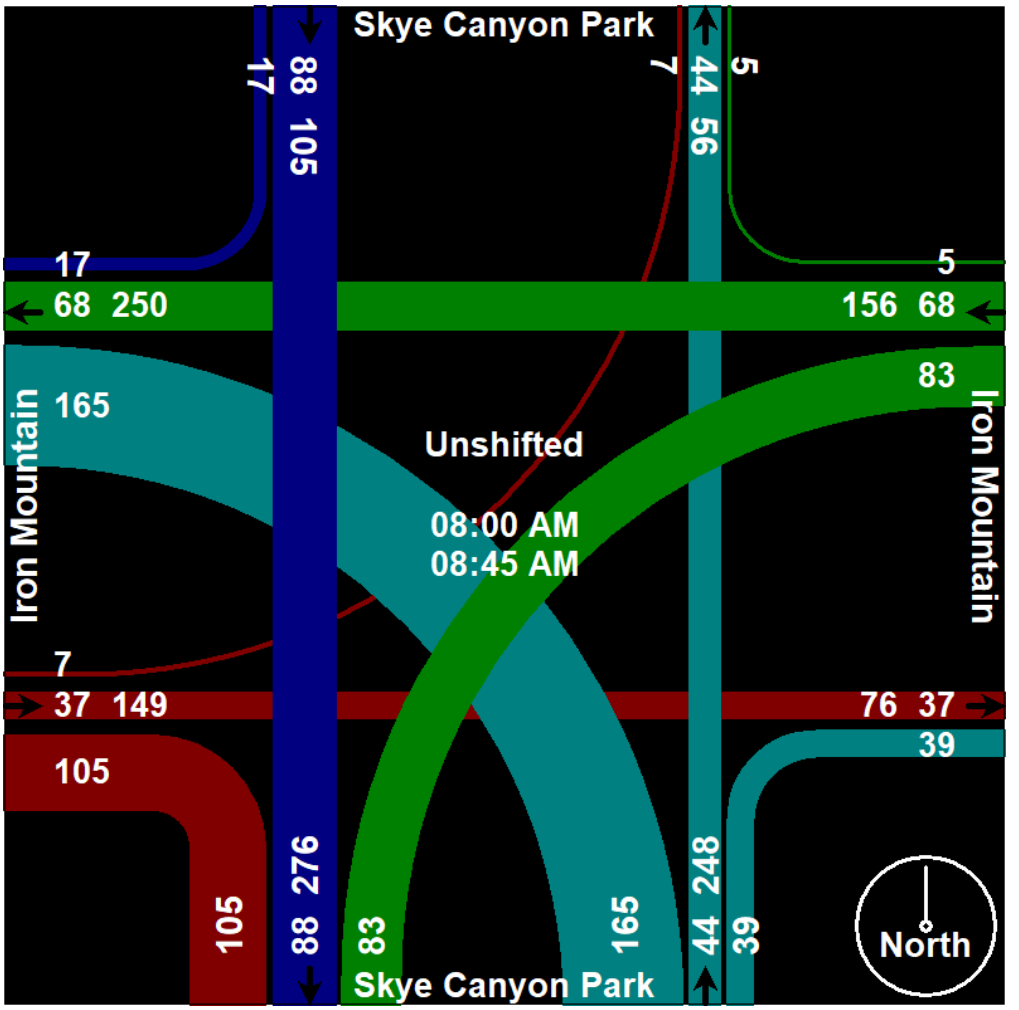
	Skye Canyon Park Southbound				Iron Mountain Westbound				Skye Canyon Park Northbound				Iron Mountain Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	1	33	0	0	0	3	24	0	6	6	9	0	5	3	0	0	90
07:15 AM	2	33	1	0	1	4	27	0	12	5	5	0	6	2	0	0	98
07:30 AM	1	29	0	0	0	1	29	0	2	9	12	0	4	2	0	0	89
07:45 AM	1	25	0	0	0	6	20	0	3	8	7	0	5	0	0	0	75
Total	5	120	1	0	1	14	100	0	23	28	33	0	20	7	0	0	352
08:00 AM	0	23	0	0	0	2	19	0	10	14	12	0	5	3	0	0	88
08:15 AM	0	20	0	0	2	3	19	0	13	12	10	0	8	0	0	0	87
08:30 AM	3	18	0	0	1	19	28	0	8	10	36	0	7	0	0	0	130
08:45 AM	14	27	0	0	2	44	17	0	8	8	107	0	85	34	7	0	353
Total	17	88	0	0	5	68	83	0	39	44	165	0	105	37	7	0	658
*** BREAK ***																	
04:00 PM	0	13	0	0	3	0	12	0	18	31	5	0	8	1	0	0	91
04:15 PM	0	13	0	0	0	1	14	0	29	33	2	0	6	0	1	0	99
04:30 PM	0	19	0	0	1	0	21	0	30	28	2	0	8	3	0	0	112
04:45 PM	0	11	0	0	0	0	13	0	25	30	4	0	8	2	0	0	93
Total	0	56	0	0	4	1	60	0	102	122	13	0	30	6	1	0	395
05:00 PM	0	16	1	0	0	1	23	0	33	36	1	0	3	2	0	0	116
05:15 PM	0	21	2	0	0	1	15	0	26	29	7	0	4	1	1	0	107
05:30 PM	0	17	0	0	0	0	20	0	36	38	3	0	3	3	0	0	120
05:45 PM	1	14	0	0	0	2	13	0	24	31	3	0	1	1	0	0	90
Total	1	68	3	0	0	4	71	0	119	134	14	0	11	7	1	0	433
Grand Total	23	332	4	0	10	87	314	0	283	328	225	0	166	57	9	0	1838
Apprch %	6.4	92.5	1.1	0	2.4	21.2	76.4	0	33.9	39.2	26.9	0	71.6	24.6	3.9	0	
Total %	1.3	18.1	0.2	0	0.5	4.7	17.1	0	15.4	17.8	12.2	0	9	3.1	0.5	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : Skye Canyon Park-Iron Mountain
Site Code : 00000777
Start Date : 9/12/2018

	Skye Canyon Park Southbound					Iron Mountain Westbound					Skye Canyon Park Northbound					Iron Mountain Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	23	0	0	23	0	2	19	0	21	10	14	12	0	36	5	3	0	0	8	88
08:15 AM	0	20	0	0	20	2	3	19	0	24	13	12	10	0	35	8	0	0	0	8	87
08:30 AM	3	18	0	0	21	1	19	28	0	48	8	10	36	0	54	7	0	0	0	7	130
08:45 AM	14	27	0	0	41	2	44	17	0	63	8	8	107	0	123	85	34	7	0	126	353
Total Volume	17	88	0	0	105	5	68	83	0	156	39	44	165	0	248	105	37	7	0	149	658
% App. Total	16.2	83.8	0	0		3.2	43.6	53.2	0		15.7	17.7	66.5	0		70.5	24.8	4.7	0		
PHF	.304	.815	.000	.000	.640	.625	.386	.741	.000	.619	.750	.786	.386	.000	.504	.309	.272	.250	.000	.296	.466

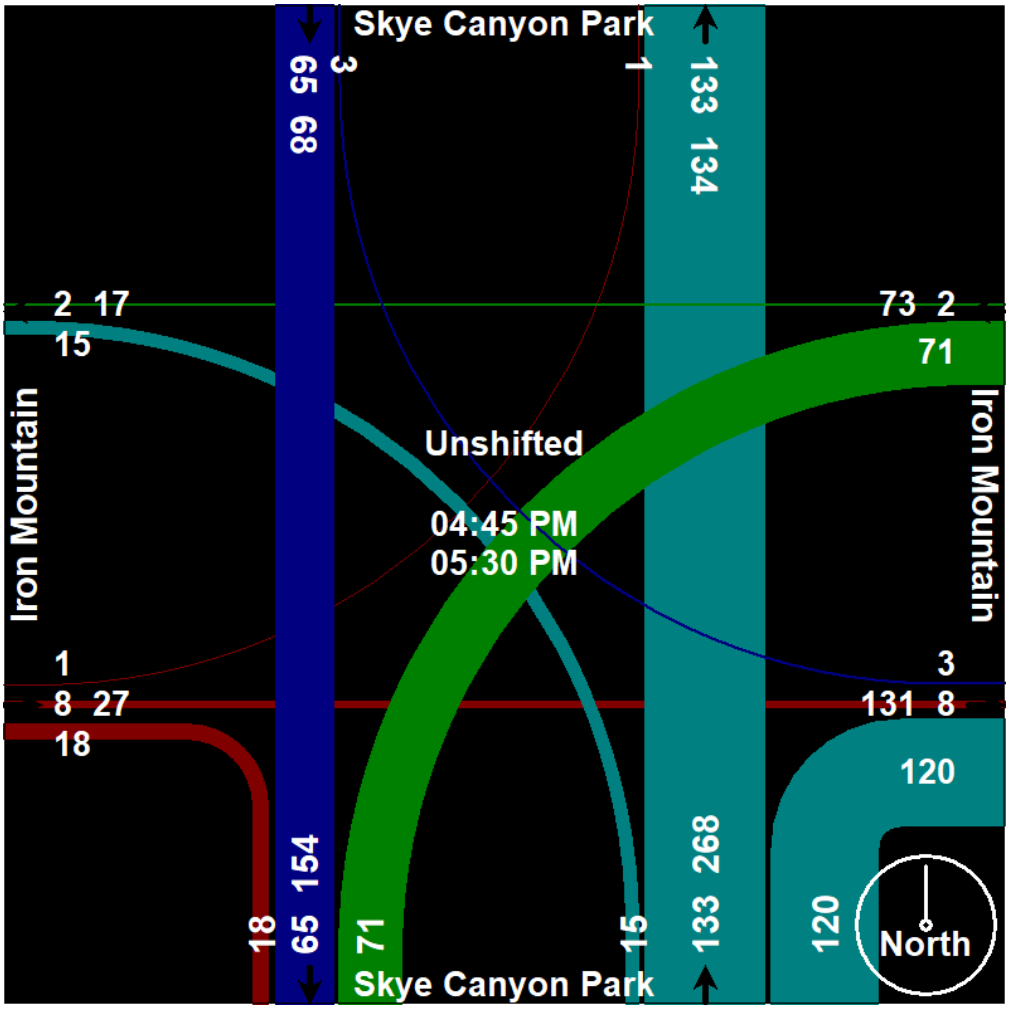


Silver State Traffic Data Collection, LLC

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File Name : Skye Canyon Park-Iron Mountain
Site Code : 00000777
Start Date : 9/12/2018

	Skye Canyon Park Southbound					Iron Mountain Westbound					Skye Canyon Park Northbound					Iron Mountain Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	11	0	0	11	0	0	13	0	13	25	30	4	0	59	8	2	0	0	10	93
05:00 PM	0	16	1	0	17	0	1	23	0	24	33	36	1	0	70	3	2	0	0	5	116
05:15 PM	0	21	2	0	23	0	1	15	0	16	26	29	7	0	62	4	1	1	0	6	107
05:30 PM	0	17	0	0	17	0	0	20	0	20	36	38	3	0	77	3	3	0	0	6	120
Total Volume	0	65	3	0	68	0	2	71	0	73	120	133	15	0	268	18	8	1	0	27	436
% App. Total	0	95.6	4.4	0		0	2.7	97.3	0		44.8	49.6	5.6	0		66.7	29.6	3.7	0		
PHF	.000	.774	.375	.000	.739	.000	.500	.772	.000	.760	.833	.875	.536	.000	.870	.563	.667	.250	.000	.675	.908



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1819 Quarley Place
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File Name : Skye Canyon Park-Iron Mountain - Bikes
Site Code : 00000777
Start Date : 9/12/2018
Page No : 1

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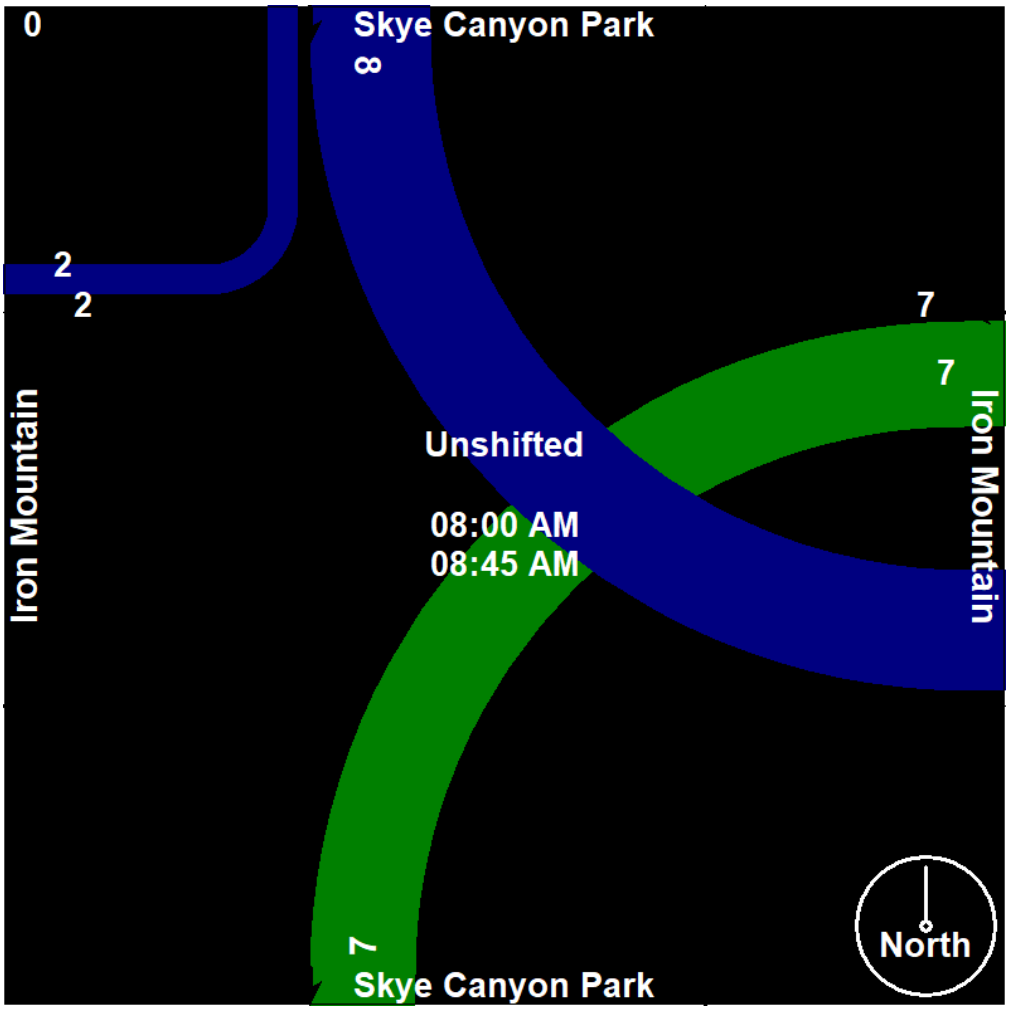
	Skye Canyon Park Southbound				Iron Mountain Westbound				Skye Canyon Park Northbound				Iron Mountain Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	4
*** BREAK ***																	
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	5
*** BREAK ***																	
08:30 AM	2	0	8	0	0	0	5	0	0	0	0	0	0	0	0	0	15
08:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	2	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0	17
*** BREAK ***																	
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	3	0	8	0	0	0	7	0	4	0	0	0	0	0	2	0	24
Apprch %	27.3	0	72.7	0	0	0	100	0	100	0	0	0	0	0	100	0	
Total %	12.5	0	33.3	0	0	0	29.2	0	16.7	0	0	0	0	0	8.3	0	

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File Name : Skye Canyon Park-Iron Mountain - Bikes
Site Code : 00000777
Start Date : 9/12/2018

	Skye Canyon Park Southbound					Iron Mountain Westbound					Skye Canyon Park Northbound					Iron Mountain Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	0	8	0	10	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	15
08:45 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	0	8	0	10	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	17
% App. Total	20	0	80	0		0	0	100	0		0	0	0	0		0	0	0	0		
PHF	.250	.000	.250	.000	.250	.000	.000	.350	.000	.350	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.283

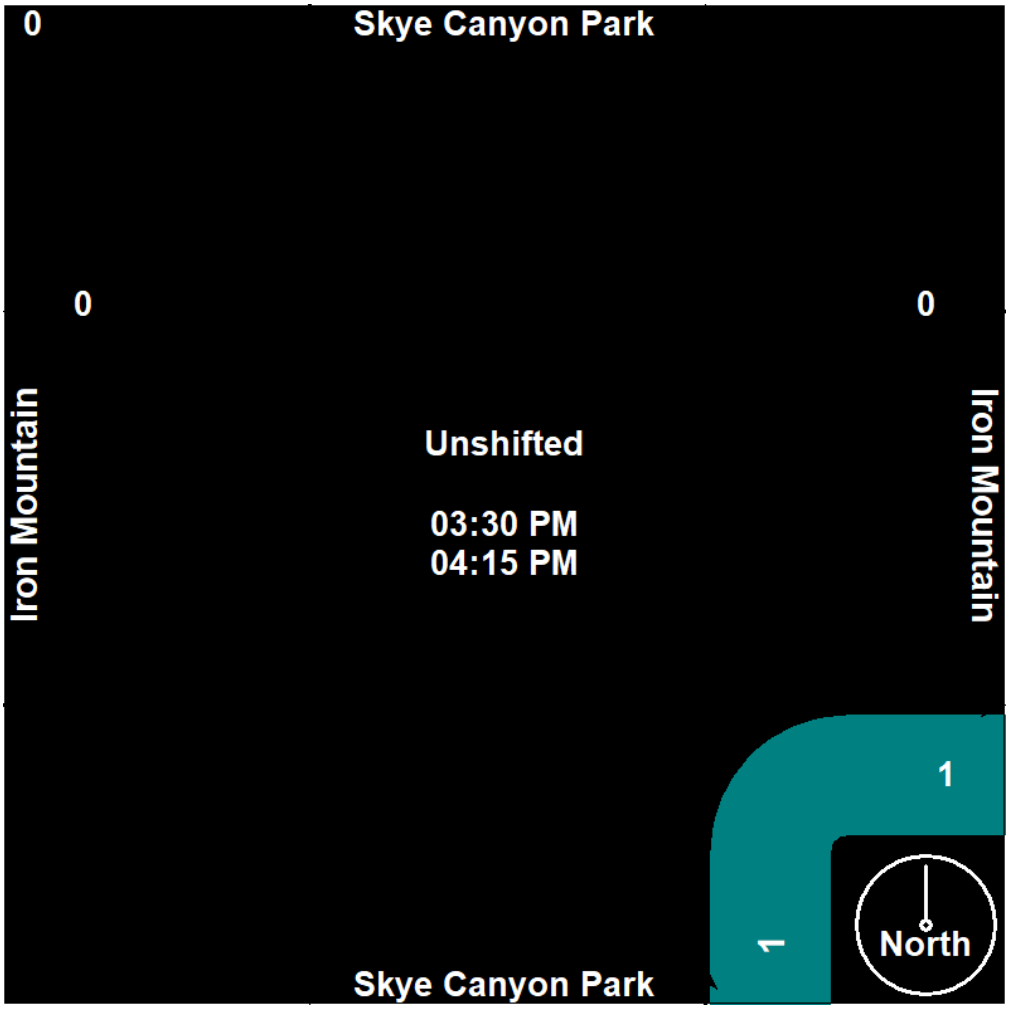


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File Name : Skye Canyon Park-Iron Mountain - Bikes
Site Code : 00000777
Start Date : 9/12/2018
Page No : 3

	Skye Canyon Park Southbound					Iron Mountain Westbound					Skye Canyon Park Northbound					Iron Mountain Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250



Silver State Traffic Data Collection, LLC

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File Name : Skye Canyon Park-Iron Mountain - Peds
Site Code : 00000777
Start Date : 9/12/2018
Page No : 1

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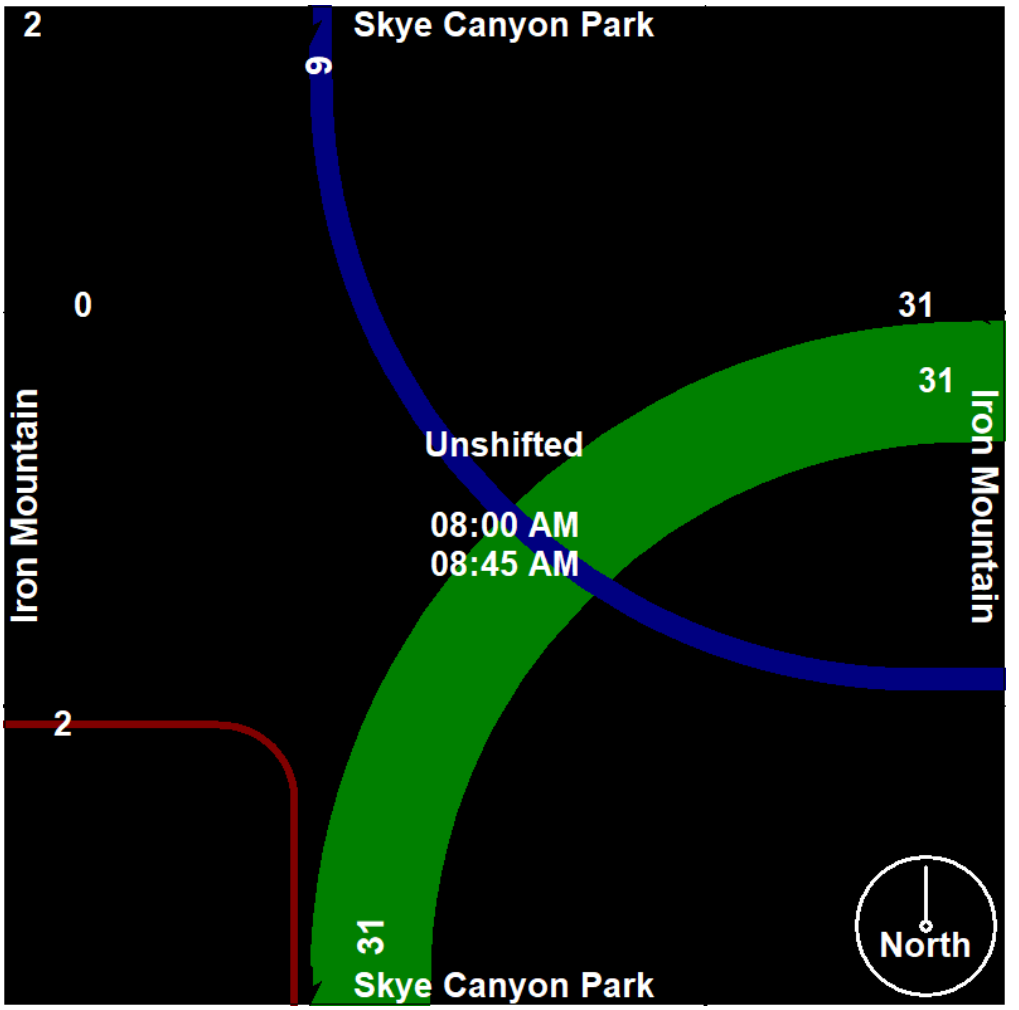
	Skye Canyon Park Southbound				Iron Mountain Westbound				Skye Canyon Park Northbound				Iron Mountain Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
07:15 AM	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
07:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Total	0	0	6	0	0	0	0	0	2	0	0	0	0	0	0	0	8
*** BREAK ***																	
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	3	0	0	0	20	0	0	0	0	0	0	0	0	0	23
08:45 AM	0	0	2	0	0	0	11	0	0	0	0	0	2	0	0	0	15
Total	0	0	6	0	0	0	31	0	0	0	0	0	2	0	0	0	39
*** BREAK ***																	
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
*** BREAK ***																	
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
*** BREAK ***																	
05:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	12	0	1	0	31	0	2	0	0	0	2	0	1	0	50
Apprch %	7.7	0	92.3	0	3.1	0	96.9	0	100	0	0	0	66.7	0	33.3	0	
Total %	2	0	24	0	2	0	62	0	4	0	0	0	4	0	2	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
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File Name : Skye Canyon Park-Iron Mountain - Peds
Site Code : 00000777
Start Date : 9/12/2018

	Skye Canyon Park Southbound					Iron Mountain Westbound					Skye Canyon Park Northbound					Iron Mountain Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	3	0	3	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	23
08:45 AM	0	0	2	0	2	0	0	11	0	11	0	0	0	0	0	2	0	0	0	2	15
Total Volume	0	0	6	0	6	0	0	31	0	31	0	0	0	0	0	2	0	0	0	2	39
% App. Total	0	0	100	0		0	0	100	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.500	.000	.500	.000	.000	.388	.000	.388	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.424

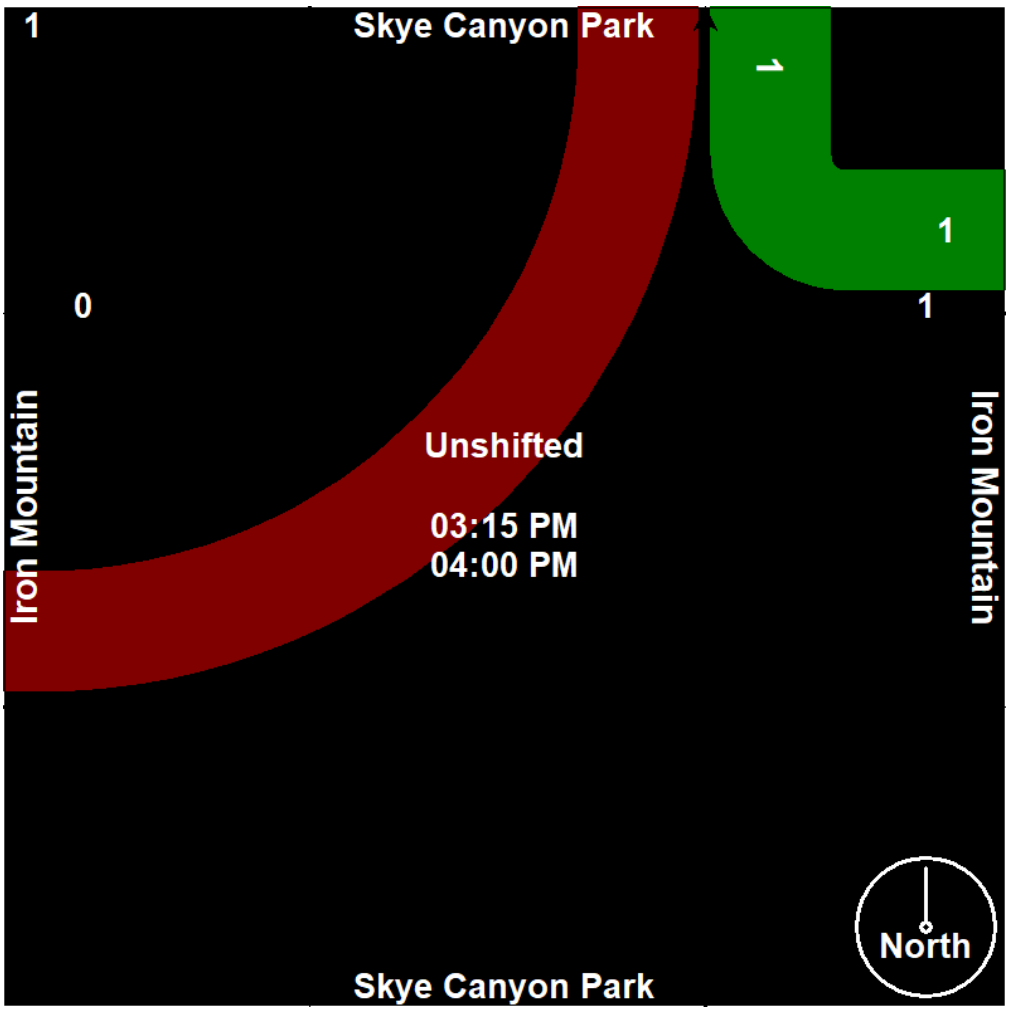


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1819 Quarley Place
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702-217-1968
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File Name : Skye Canyon Park-Iron Mountain - Peds
Site Code : 00000777
Start Date : 9/12/2018

	Skye Canyon Park Southbound					Iron Mountain Westbound					Skye Canyon Park Northbound					Iron Mountain Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		0	0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250



Silver State Traffic Data Collection, LLC

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File Name : Skye Canyon Park-Brent
Site Code : 00004444
Start Date : 9/12/2018
Page No : 1

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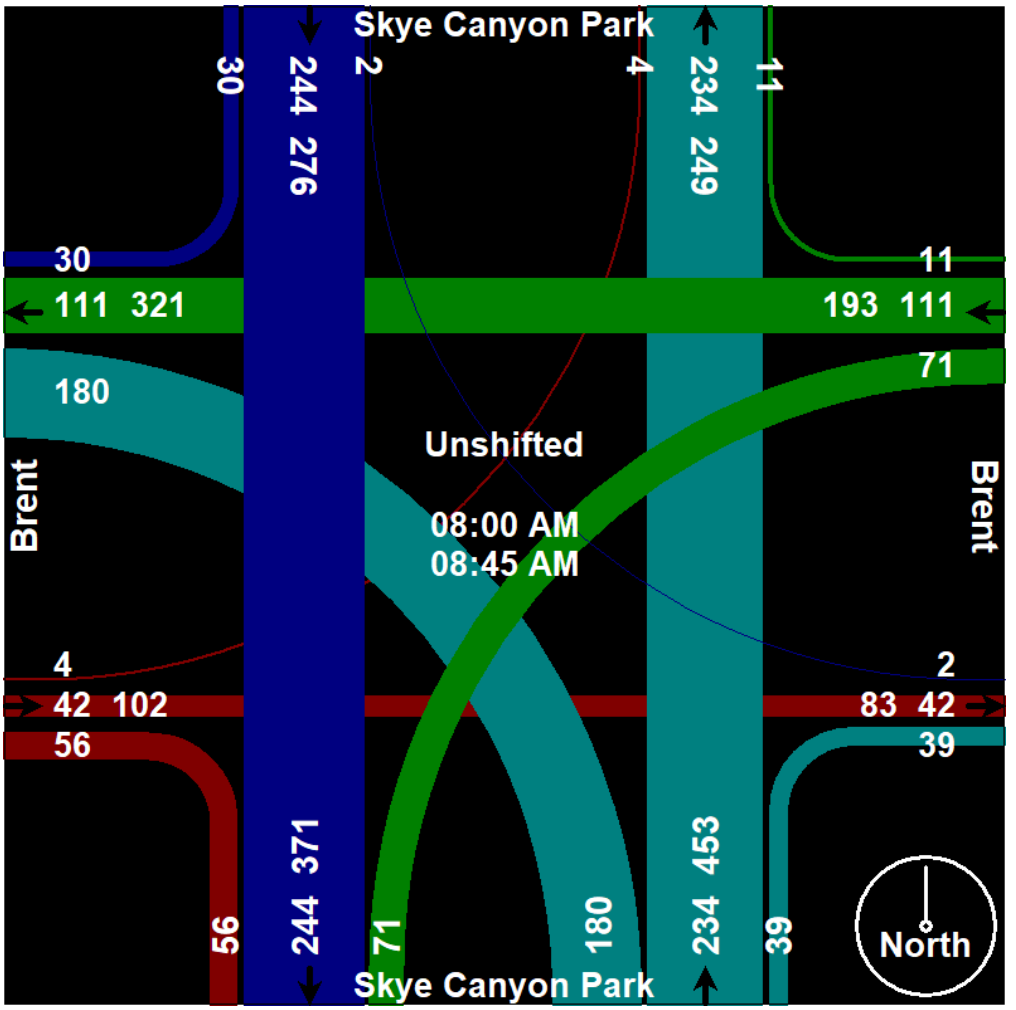
	Skye Canyon Park Southbound				Brent Westbound				Skye Canyon Park Northbound				Brent Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	1	60	0	0	0	5	34	0	12	20	9	0	12	0	0	0	153
07:15 AM	1	64	0	0	0	2	30	0	19	22	7	0	8	2	0	0	155
07:30 AM	1	60	1	0	2	7	25	0	7	23	13	0	5	3	0	0	147
07:45 AM	3	47	1	0	1	12	30	0	8	18	12	0	7	6	0	0	145
Total	6	231	2	0	3	26	119	0	46	83	41	0	32	11	0	0	600
08:00 AM	5	45	0	0	1	8	19	0	10	33	15	0	8	7	2	0	153
08:15 AM	2	45	0	0	0	8	18	0	8	35	26	0	4	0	0	0	146
08:30 AM	5	44	1	0	2	14	12	0	11	52	43	0	3	1	0	0	188
08:45 AM	18	110	1	0	8	81	22	0	10	114	96	0	41	34	2	0	537
Total	30	244	2	0	11	111	71	0	39	234	180	0	56	42	4	0	1024
*** BREAK ***																	
04:00 PM	1	31	1	0	2	1	20	0	24	51	7	0	2	4	1	0	145
04:15 PM	1	31	0	0	1	3	17	0	24	63	6	0	6	0	1	0	153
04:30 PM	1	42	5	0	1	5	14	0	28	54	3	0	7	11	3	0	174
04:45 PM	0	31	1	0	2	1	24	0	25	58	4	0	17	5	0	0	168
Total	3	135	7	0	6	10	75	0	101	226	20	0	32	20	5	0	640
05:00 PM	0	42	1	0	0	1	18	0	37	68	3	0	5	5	0	0	180
05:15 PM	2	35	0	0	1	0	12	0	25	64	3	0	5	6	0	0	153
05:30 PM	0	40	1	0	4	0	12	0	28	69	6	0	5	5	2	0	172
05:45 PM	1	22	1	0	1	0	10	0	32	56	5	0	6	1	0	0	135
Total	3	139	3	0	6	1	52	0	122	257	17	0	21	17	2	0	640
Grand Total	42	749	14	0	26	148	317	0	308	800	258	0	141	90	11	0	2904
Apprch %	5.2	93	1.7	0	5.3	30.1	64.6	0	22.5	58.6	18.9	0	58.3	37.2	4.5	0	
Total %	1.4	25.8	0.5	0	0.9	5.1	10.9	0	10.6	27.5	8.9	0	4.9	3.1	0.4	0	

Silver State Traffic Data Collection, LLC

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File Name : Skye Canyon Park-Brent
Site Code : 00004444
Start Date : 9/12/2018
Page No : 2

	Skye Canyon Park Southbound					Brent Westbound					Skye Canyon Park Northbound					Brent Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	5	45	0	0	50	1	8	19	0	28	10	33	15	0	58	8	7	2	0	17	153
08:15 AM	2	45	0	0	47	0	8	18	0	26	8	35	26	0	69	4	0	0	0	4	146
08:30 AM	5	44	1	0	50	2	14	12	0	28	11	52	43	0	106	3	1	0	0	4	188
08:45 AM	18	110	1	0	129	8	81	22	0	111	10	114	96	0	220	41	34	2	0	77	537
Total Volume	30	244	2	0	276	11	111	71	0	193	39	234	180	0	453	56	42	4	0	102	1024
% App. Total	10.9	88.4	0.7	0		5.7	57.5	36.8	0		8.6	51.7	39.7	0		54.9	41.2	3.9	0		
PHF	.417	.555	.500	.000	.535	.344	.343	.807	.000	.435	.886	.513	.469	.000	.515	.341	.309	.500	.000	.331	.477

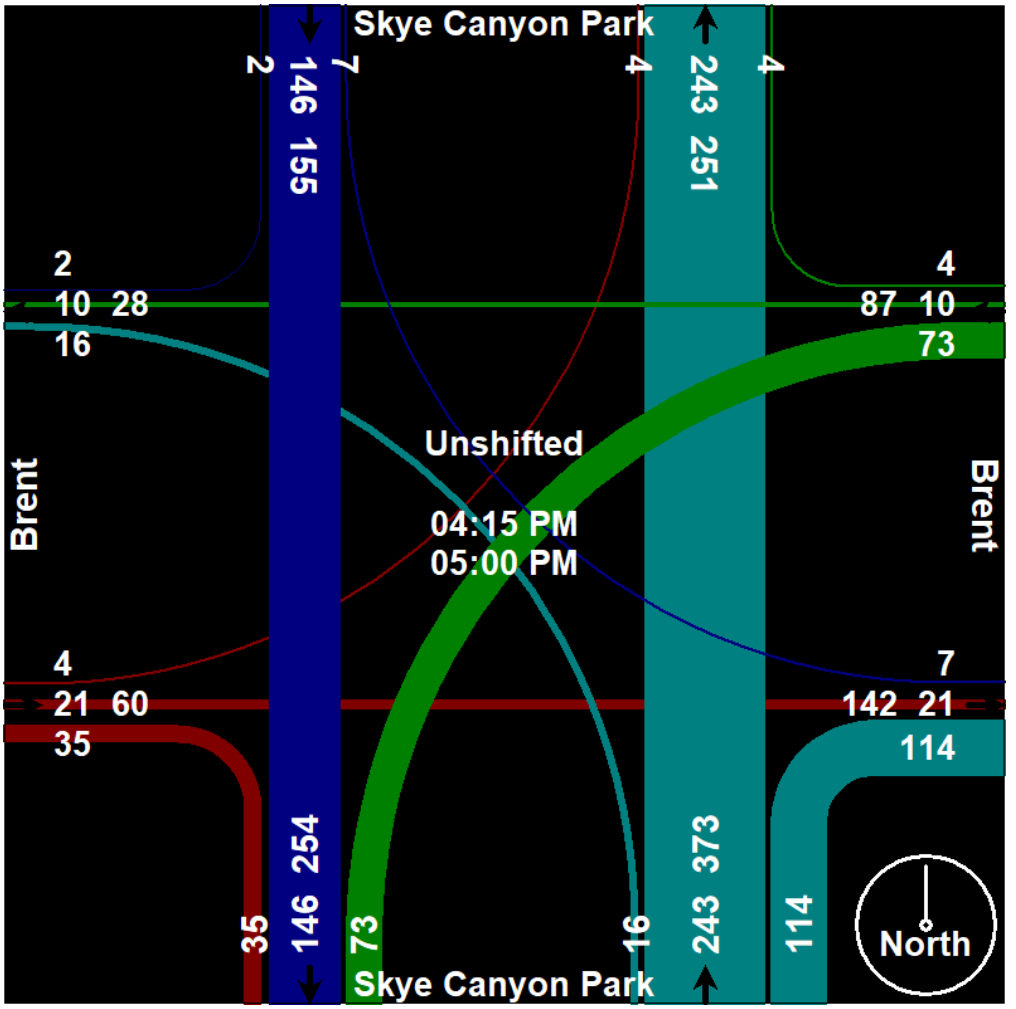


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File Name : Skye Canyon Park-Brent
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	Skye Canyon Park Southbound					Brent Westbound					Skye Canyon Park Northbound					Brent Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	31	0	0	32	1	3	17	0	21	24	63	6	0	93	6	0	1	0	7	153
04:30 PM	1	42	5	0	48	1	5	14	0	20	28	54	3	0	85	7	11	3	0	21	174
04:45 PM	0	31	1	0	32	2	1	24	0	27	25	58	4	0	87	17	5	0	0	22	168
05:00 PM	0	42	1	0	43	0	1	18	0	19	37	68	3	0	108	5	5	0	0	10	180
Total Volume	2	146	7	0	155	4	10	73	0	87	114	243	16	0	373	35	21	4	0	60	675
% App. Total	1.3	94.2	4.5	0		4.6	11.5	83.9	0		30.6	65.1	4.3	0		58.3	35	6.7	0		
PHF	.500	.869	.350	.000	.807	.500	.500	.760	.000	.806	.770	.893	.667	.000	.863	.515	.477	.333	.000	.682	.938



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File Name : Skye Canyon Park-Brent - Bikes
Site Code : 00004444
Start Date : 9/12/2018
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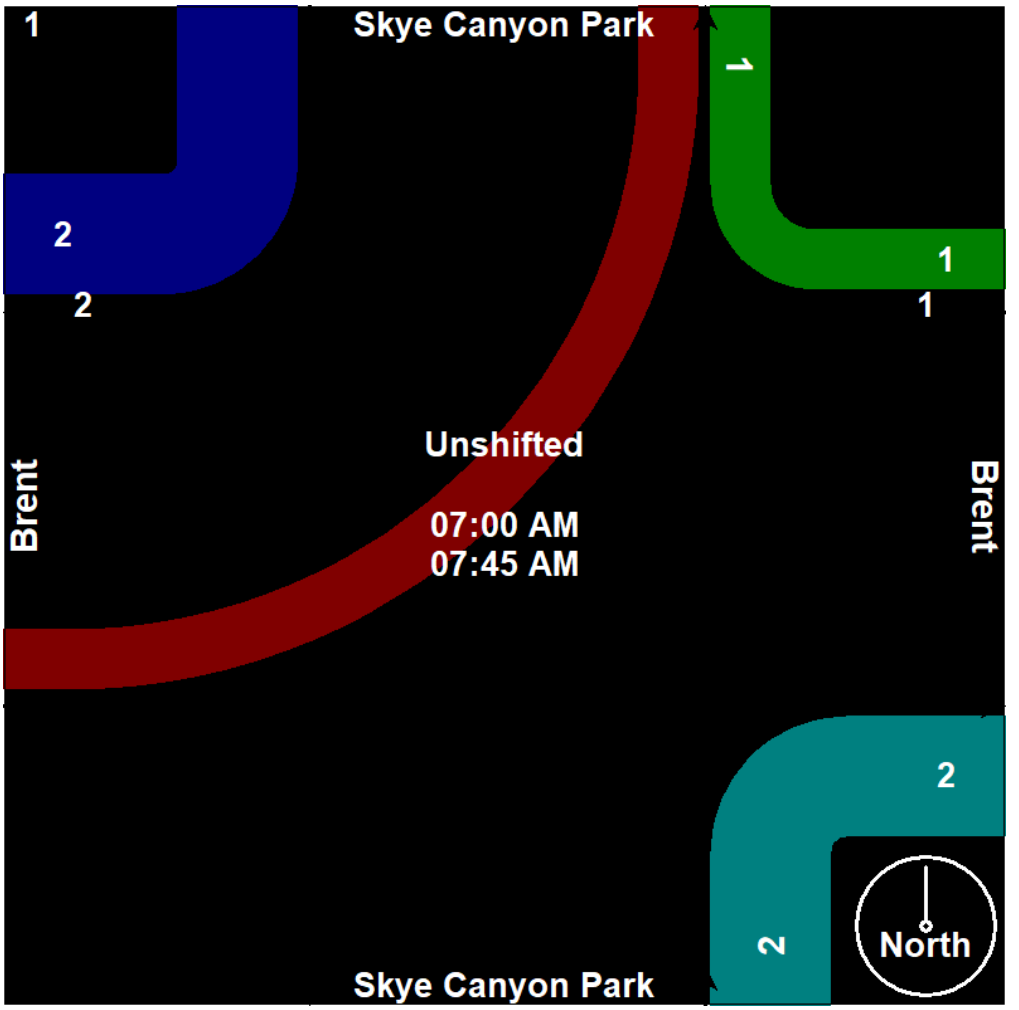
	Skye Canyon Park Southbound				Brent Westbound				Skye Canyon Park Northbound				Brent Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3
Total	2	0	0	0	1	0	0	0	2	0	0	0	0	0	1	0	6
*** BREAK ***																	
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
*** BREAK ***																	
04:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
*** BREAK ***																	
05:45 PM	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
Total	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
Grand Total	4	0	1	0	2	0	0	0	5	0	0	0	0	0	1	0	13
Apprch %	80	0	20	0	100	0	0	0	100	0	0	0	0	0	100	0	
Total %	30.8	0	7.7	0	15.4	0	0	0	38.5	0	0	0	0	0	7.7	0	

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	Skye Canyon Park Southbound					Brent Westbound					Skye Canyon Park Northbound					Brent Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
Total Volume	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	0	0	1	0	1	6
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		0	0	100	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.250	.000	.250	.500

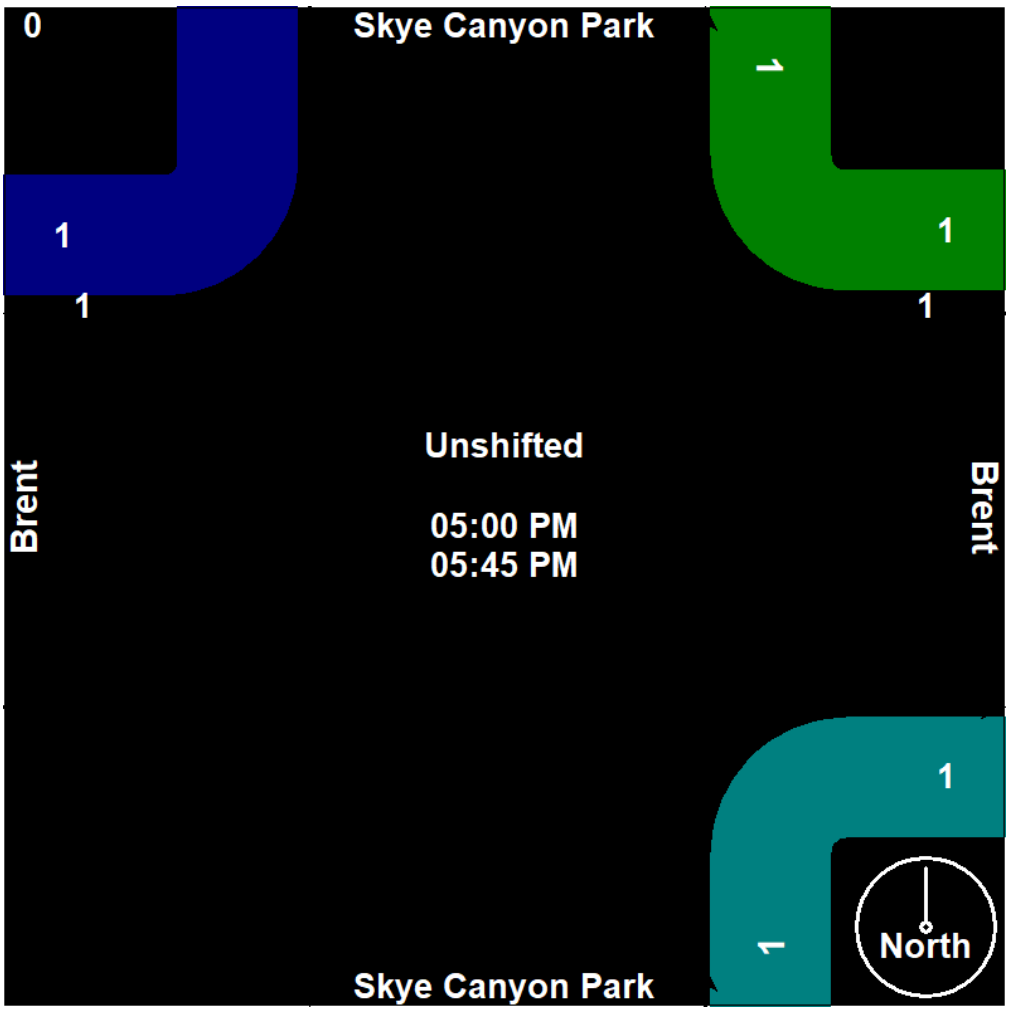


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File Name : Skye Canyon Park-Brent - Bikes
Site Code : 00004444
Start Date : 9/12/2018

	Skye Canyon Park Southbound					Brent Westbound					Skye Canyon Park Northbound					Brent Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
Total Volume	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250



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File Name : Skye Canyon Park-Brent - Peds
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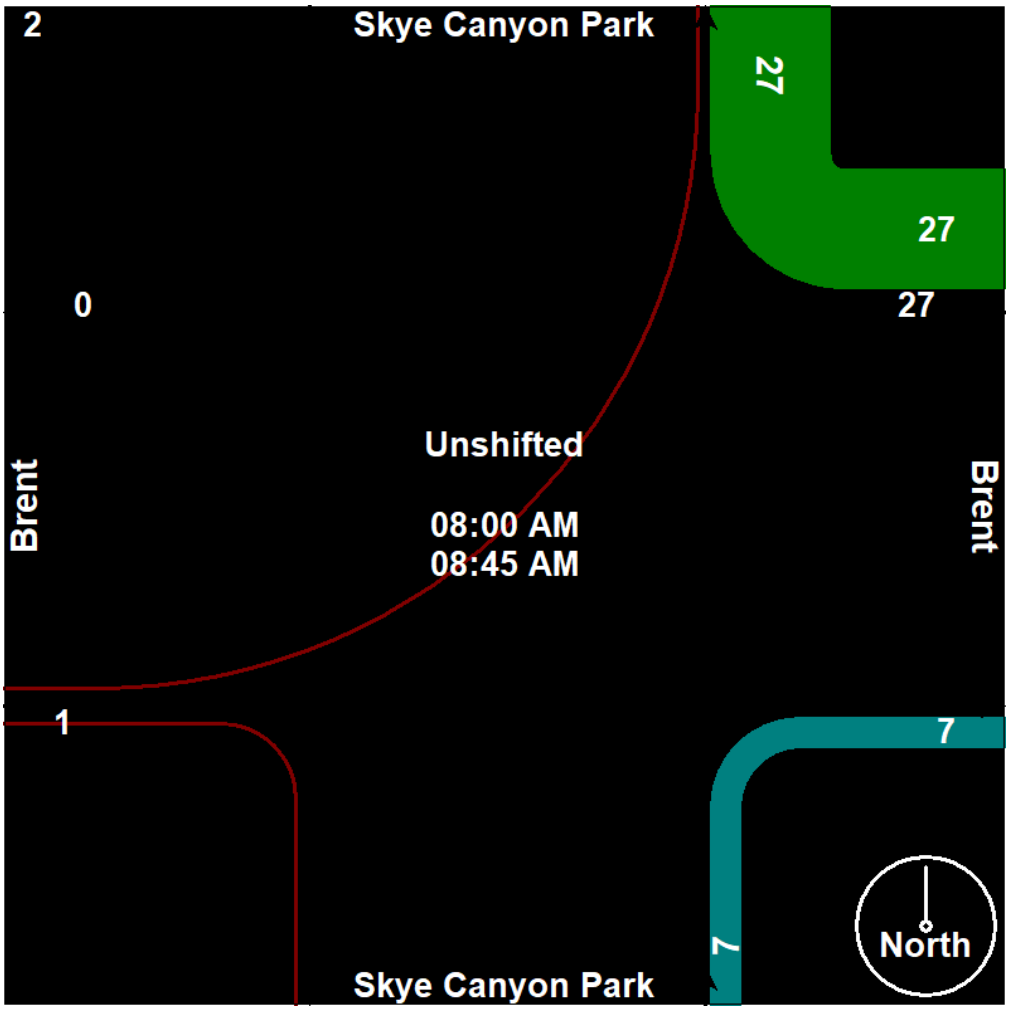
	Skye Canyon Park Southbound				Brent Westbound				Skye Canyon Park Northbound				Brent Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
07:15 AM	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
*** BREAK ***																	
07:45 AM	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	3
Total	0	0	4	0	1	0	0	0	2	0	0	0	0	0	0	0	7
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
08:30 AM	0	0	0	0	17	0	0	0	3	0	0	0	0	0	0	0	20
08:45 AM	0	0	0	0	8	0	0	0	4	0	0	0	1	0	0	0	13
Total	0	0	0	0	27	0	0	0	7	0	0	0	1	0	1	0	36
*** BREAK ***																	
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
*** BREAK ***																	
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
*** BREAK ***																	
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
Grand Total	0	0	5	0	28	0	1	0	9	0	0	0	2	0	2	0	47
Apprch %	0	0	100	0	96.6	0	3.4	0	100	0	0	0	50	0	50	0	
Total %	0	0	10.6	0	59.6	0	2.1	0	19.1	0	0	0	4.3	0	4.3	0	

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File Name : Skye Canyon Park-Brent - Peds
Site Code : 00004444
Start Date : 9/12/2018

	Skye Canyon Park Southbound					Brent Westbound					Skye Canyon Park Northbound					Brent Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	17	0	0	0	17	3	0	0	0	3	0	0	0	0	0	20
08:45 AM	0	0	0	0	0	8	0	0	0	8	4	0	0	0	4	1	0	0	0	1	13
Total Volume	0	0	0	0	0	27	0	0	0	27	7	0	0	0	7	1	0	1	0	2	36
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		50	0	50	0		
PHF	.000	.000	.000	.000	.000	.397	.000	.000	.000	.397	.438	.000	.000	.000	.438	.250	.000	.250	.000	.500	.450

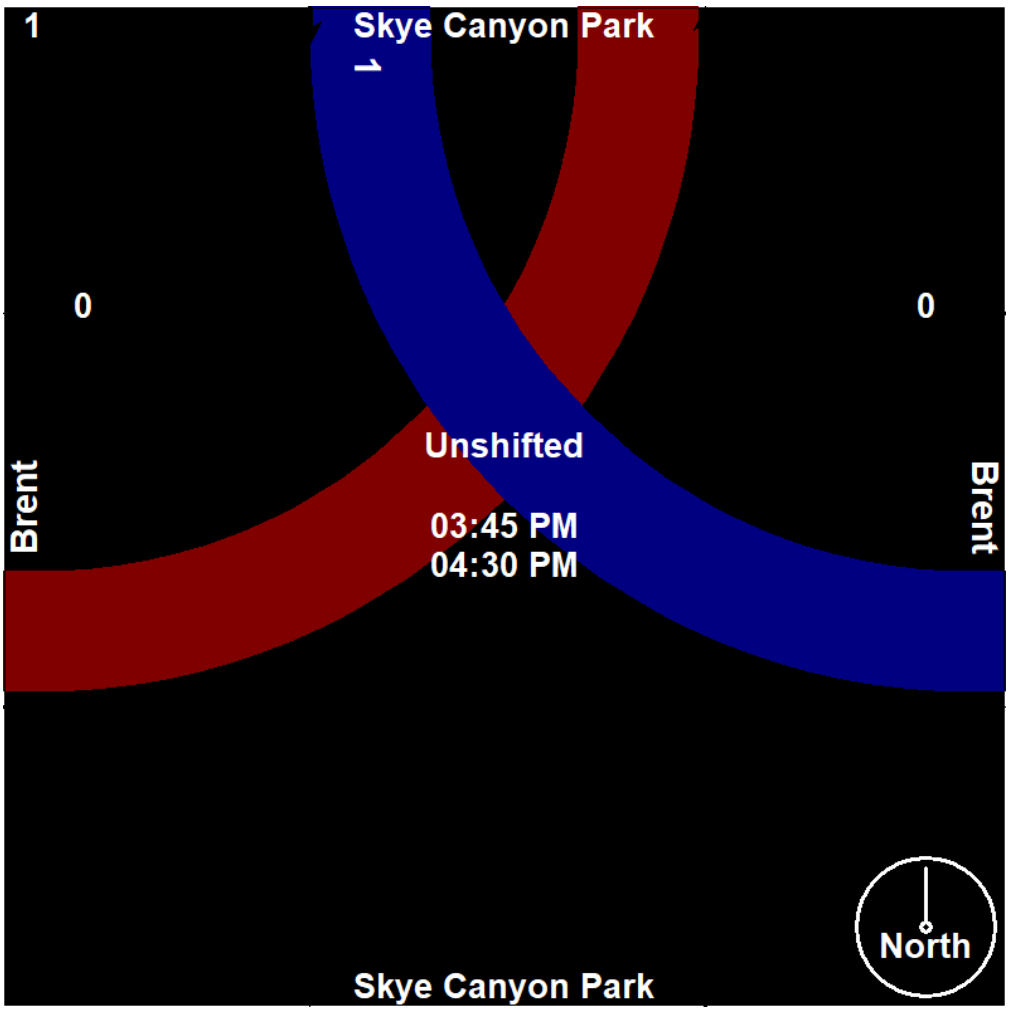


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File Name : Skye Canyon Park-Brent - Peds
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	Skye Canyon Park Southbound					Brent Westbound					Skye Canyon Park Northbound					Brent Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	100	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250



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File Name : Skye Canyon Park-Sky Pointe
Site Code : 00000044
Start Date : 9/11/2018
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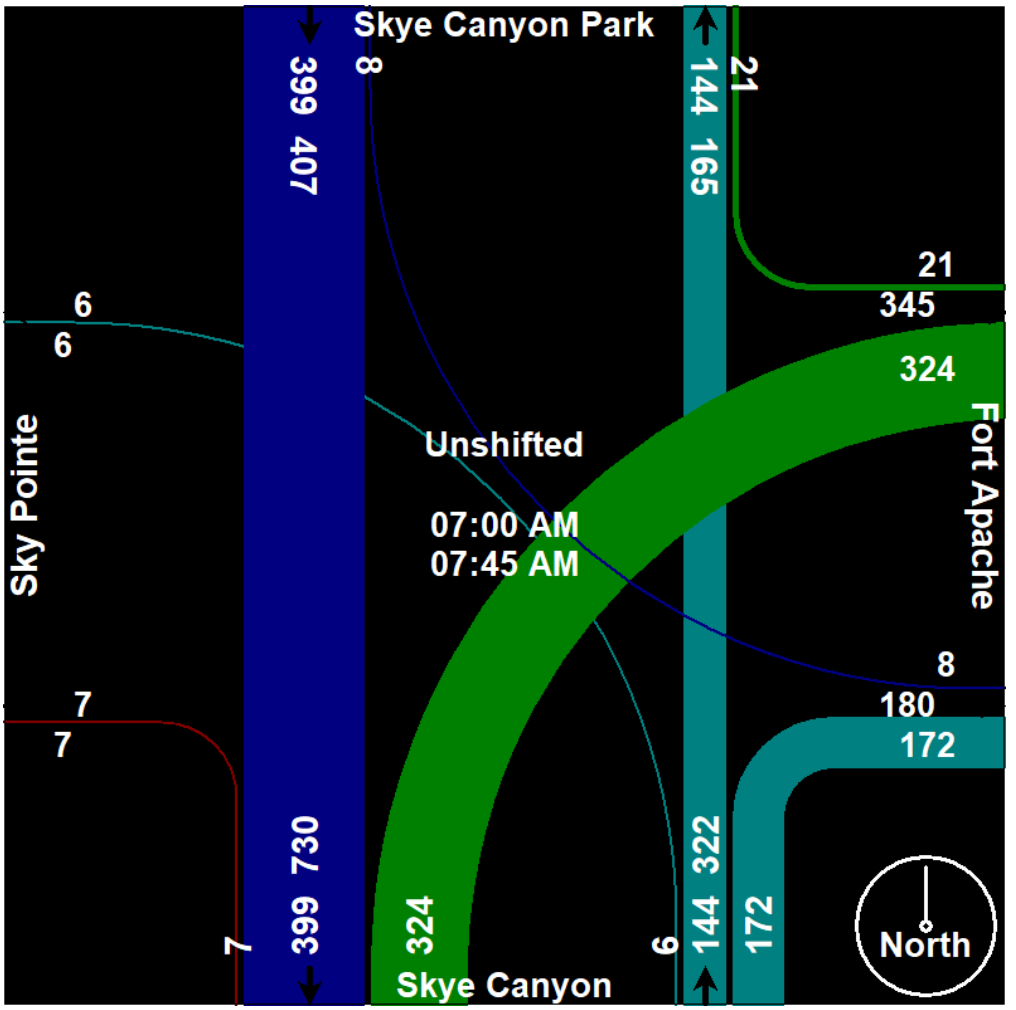
	Skye Canyon Park Southbound				Fort Apache Westbound				Skye Canyon Northbound				Sky Pointe Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	117	0	0	5	0	73	0	39	40	3	0	2	0	0	0	279
07:15 AM	0	104	3	0	9	0	95	0	48	40	1	0	1	0	0	0	301
07:30 AM	0	100	1	0	7	0	82	0	57	31	2	0	2	0	0	0	282
07:45 AM	0	78	4	0	0	0	74	0	28	33	0	0	2	0	0	0	219
Total	0	399	8	0	21	0	324	0	172	144	6	0	7	0	0	0	1081
08:00 AM	0	64	0	0	2	0	40	0	28	50	2	0	3	0	0	0	189
08:15 AM	0	70	0	0	4	0	41	0	45	59	3	0	2	0	0	0	224
08:30 AM	0	54	2	0	15	1	38	0	29	84	3	0	5	0	1	0	232
08:45 AM	0	133	27	0	80	4	36	0	16	121	7	0	5	0	0	0	429
Total	0	321	29	0	101	5	155	0	118	314	15	0	15	0	1	0	1074
*** BREAK ***																	
04:00 PM	0	55	4	0	5	0	47	0	79	90	0	0	0	0	0	0	280
04:15 PM	0	53	7	0	2	0	38	0	98	95	1	0	0	0	0	0	294
04:30 PM	0	54	4	0	4	0	37	0	91	84	1	0	2	0	0	0	277
04:45 PM	0	44	3	0	1	0	48	0	94	88	0	0	1	0	0	0	279
Total	0	206	18	0	12	0	170	0	362	357	2	0	3	0	0	0	1130
05:00 PM	0	48	1	0	2	0	38	0	88	99	0	0	1	0	0	0	277
05:15 PM	0	52	2	0	1	0	51	0	98	99	1	0	0	0	0	0	304
05:30 PM	0	59	2	0	3	0	44	0	84	96	0	0	1	0	0	0	289
05:45 PM	0	40	3	0	1	0	35	0	98	95	0	0	0	0	0	0	272
Total	0	199	8	0	7	0	168	0	368	389	1	0	2	0	0	0	1142
Grand Total	0	1125	63	0	141	5	817	0	1020	1204	24	0	27	0	1	0	4427
Apprch %	0	94.7	5.3	0	14.6	0.5	84.8	0	45.4	53.6	1.1	0	96.4	0	3.6	0	
Total %	0	25.4	1.4	0	3.2	0.1	18.5	0	23	27.2	0.5	0	0.6	0	0	0	

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File Name : Skye Canyon Park-Sky Pointe
Site Code : 00000044
Start Date : 9/11/2018

	Skye Canyon Park Southbound					Fort Apache Westbound					Skye Canyon Northbound					Sky Pointe Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	117	0	0	117	5	0	73	0	78	39	40	3	0	82	2	0	0	0	2	279
07:15 AM	0	104	3	0	107	9	0	95	0	104	48	40	1	0	89	1	0	0	0	1	301
07:30 AM	0	100	1	0	101	7	0	82	0	89	57	31	2	0	90	2	0	0	0	2	282
07:45 AM	0	78	4	0	82	0	0	74	0	74	28	33	0	0	61	2	0	0	0	2	219
Total Volume	0	399	8	0	407	21	0	324	0	345	172	144	6	0	322	7	0	0	0	7	1081
% App. Total	0	98	2	0		6.1	0	93.9	0		53.4	44.7	1.9	0		100	0	0	0		
PHF	.000	.853	.500	.000	.870	.583	.000	.853	.000	.829	.754	.900	.500	.000	.894	.875	.000	.000	.000	.875	.898

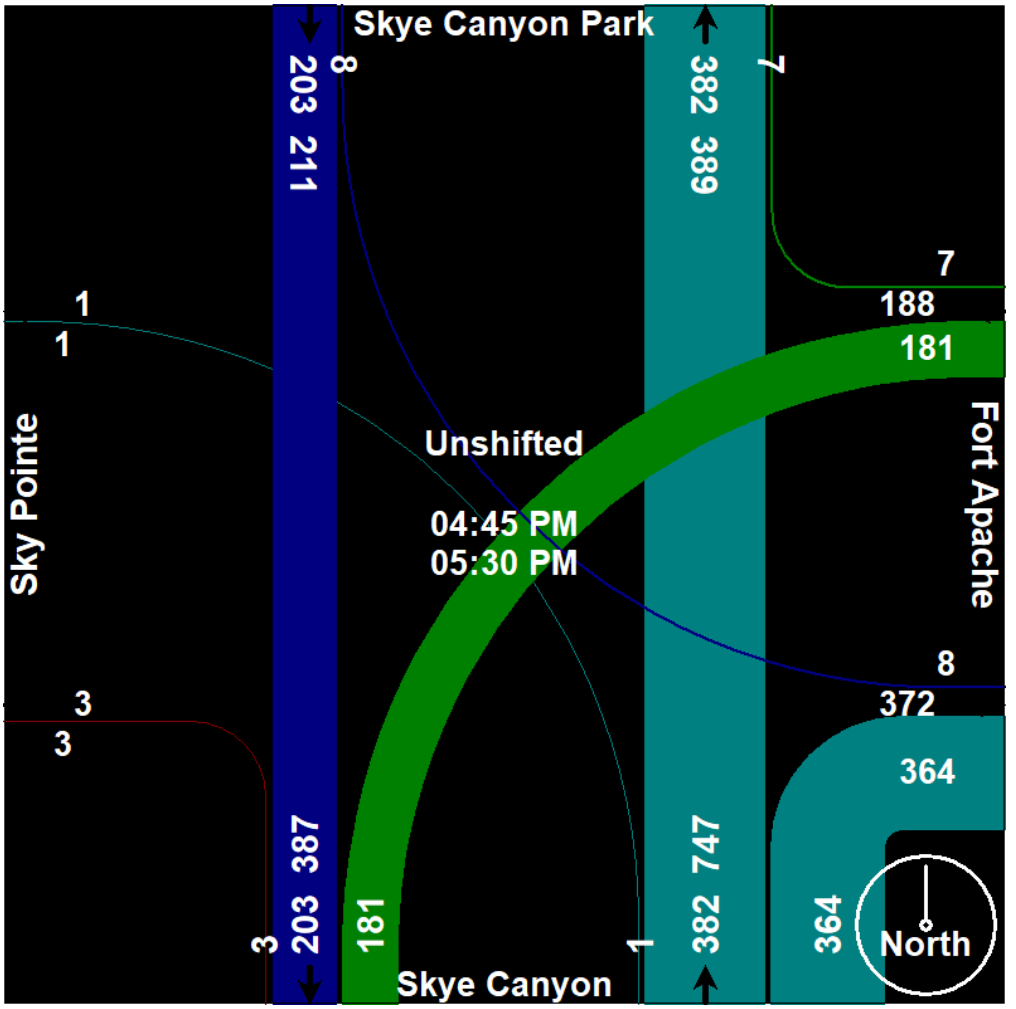


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File Name : Skye Canyon Park-Sky Pointe
Site Code : 00000044
Start Date : 9/11/2018
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	Skye Canyon Park Southbound					Fort Apache Westbound					Skye Canyon Northbound					Sky Pointe Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	44	3	0	47	1	0	48	0	49	94	88	0	0	182	1	0	0	0	1	279
05:00 PM	0	48	1	0	49	2	0	38	0	40	88	99	0	0	187	1	0	0	0	1	277
05:15 PM	0	52	2	0	54	1	0	51	0	52	98	99	1	0	198	0	0	0	0	0	304
05:30 PM	0	59	2	0	61	3	0	44	0	47	84	96	0	0	180	1	0	0	0	1	289
Total Volume	0	203	8	0	211	7	0	181	0	188	364	382	1	0	747	3	0	0	0	3	1149
% App. Total	0	96.2	3.8	0		3.7	0	96.3	0		48.7	51.1	0.1	0		100	0	0	0		
PHF	.000	.860	.667	.000	.865	.583	.000	.887	.000	.904	.929	.965	.250	.000	.943	.750	.000	.000	.000	.750	.945



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1819 Quarley Place
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702-217-1968
sstraffic@msn.com

File Name : Skye Canyon Park and Sky Pointe - Bikes
Site Code : 00000044
Start Date : 9/11/2018
Page No : 1

Groups Printed- Unshifted

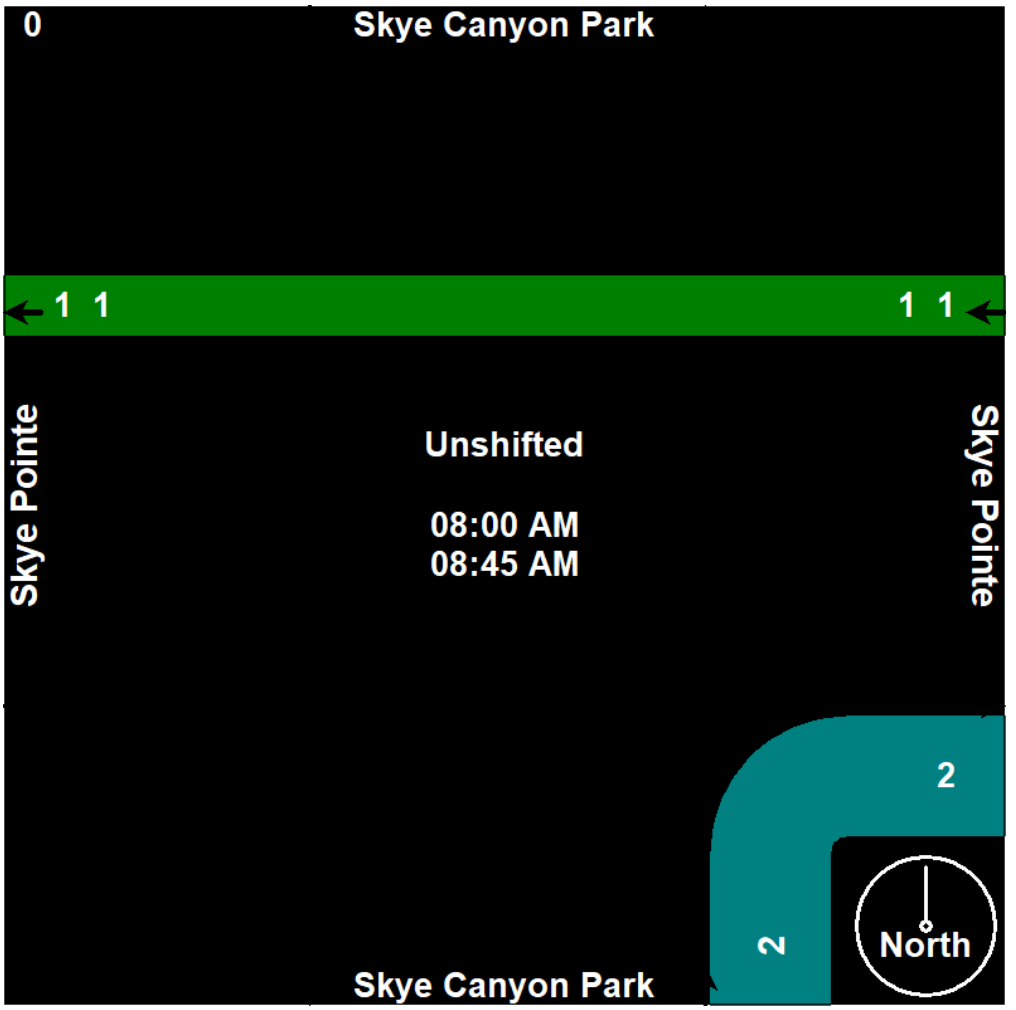
	Skye Canyon Park Southbound				Skye Pointe Westbound				Skye Canyon Park Northbound				Skye Pointe Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
*** BREAK ***																	
Grand Total	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	4
Apprch %	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	25	0	0	75	0	0	0	0	0	0	0	

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File Name : Skye Canyon Park and Sky Pointe - Bikes
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	Skye Canyon Park Southbound					Skye Pointe Westbound					Skye Canyon Park Northbound					Skye Pointe Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.750



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	Skye Canyon Park Southbound					Skye Pointe Westbound					Skye Canyon Park Northbound					Skye Pointe Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : Skye Canyon Park and Sky Pointe - Peds
Site Code : 00000044
Start Date : 9/11/2018
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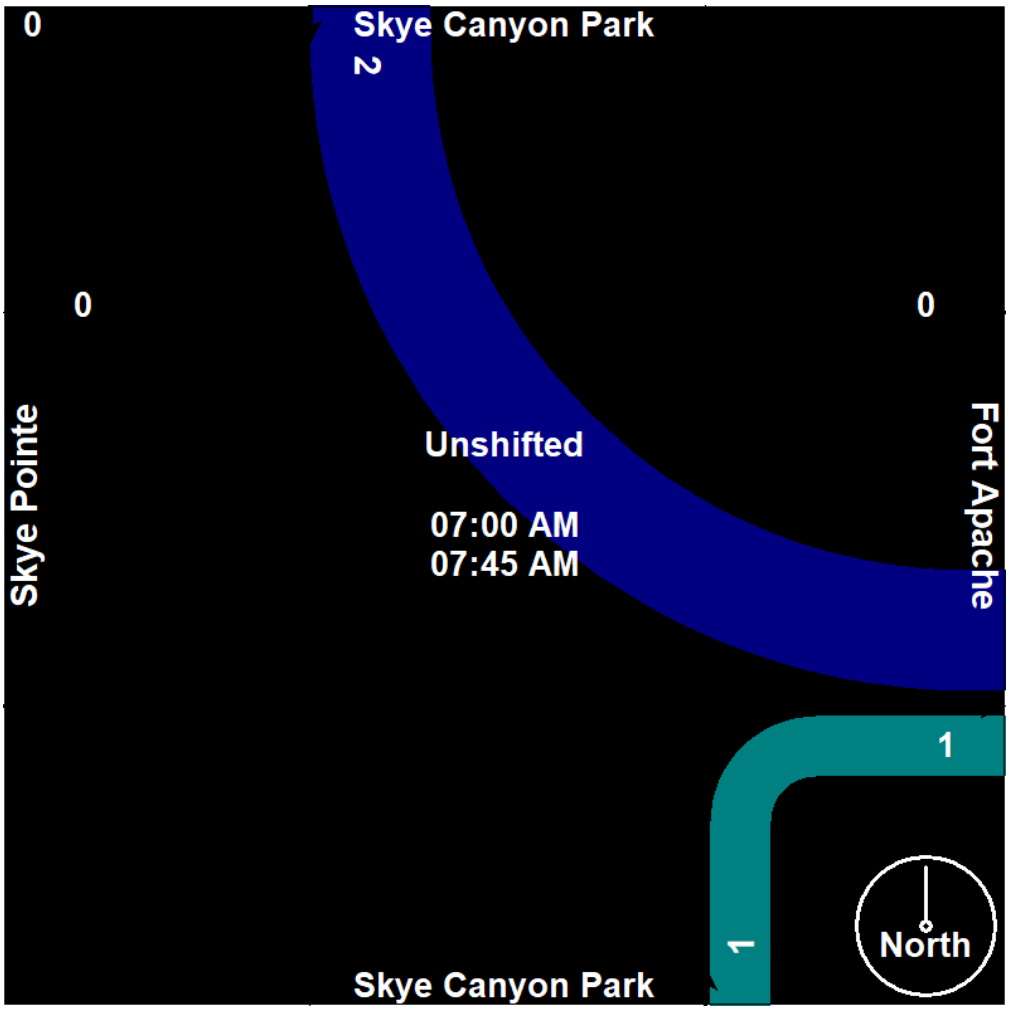
	Skye Canyon Park Southbound				Fort Apache Westbound				Skye Canyon Park Northbound				Skye Pointe Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
07:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
*** BREAK ***																	
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Grand Total	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	4
Apprch %	0	0	100	0	0	0	0	0	100	0	0	0	0	0	0	0	
Total %	0	0	50	0	0	0	0	0	50	0	0	0	0	0	0	0	

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File Name : Skye Canyon Park and Sky Pointe - Peds
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Start Date : 9/11/2018

	Skye Canyon Park Southbound					Fort Apache Westbound					Skye Canyon Park Northbound					Skye Pointe Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
% App. Total	0	0	100	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.375



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	Skye Canyon Park Southbound					Fort Apache Westbound					Skye Canyon Park Northbound					Skye Pointe Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : Skye Canyon Park-Ramps US 95
Site Code : 00000911
Start Date : 9/11/2018
Page No : 1

Groups Printed- Unshifted

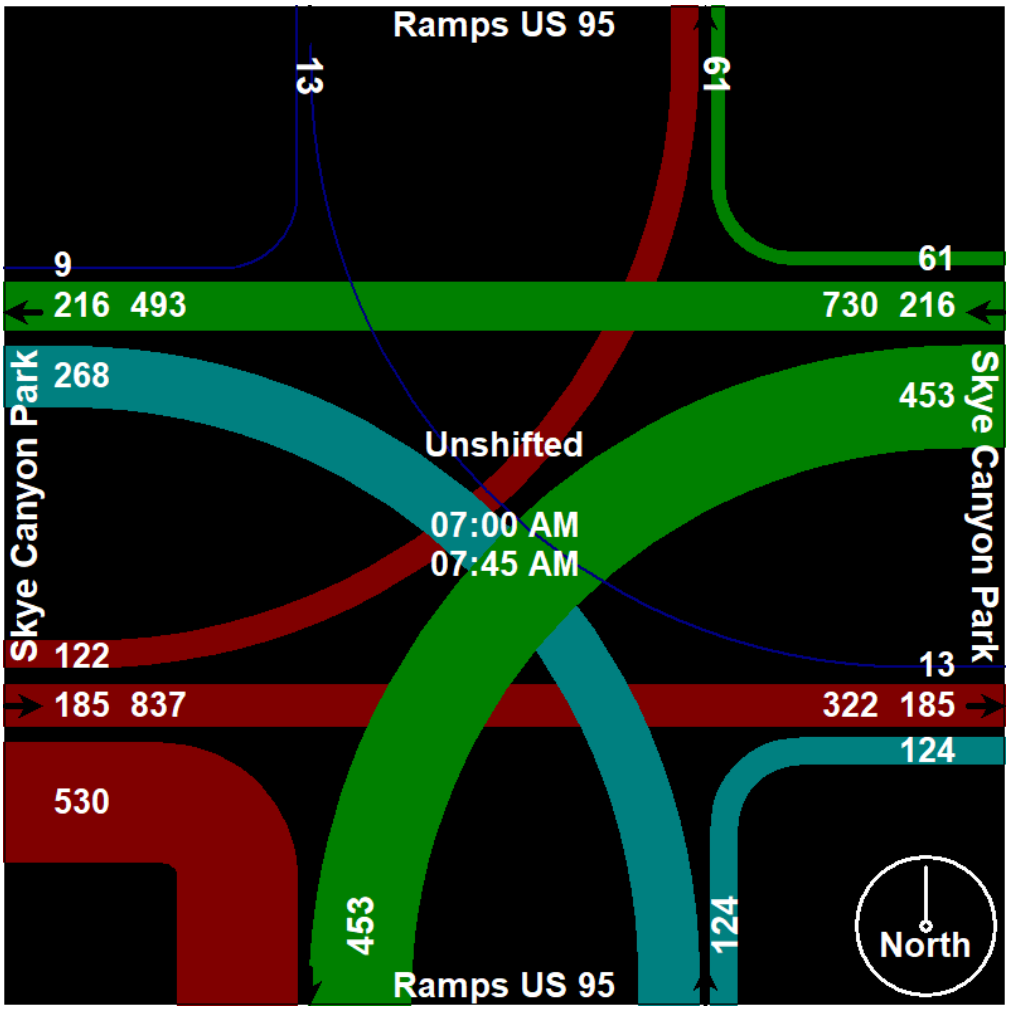
	Ramps US 95 Southbound				Skye Canyon Park Westbound				Ramps US 95 Northbound				Skye Canyon Park Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	0	5	0	24	48	120	0	36	0	70	0	156	41	31	0	531
07:15 AM	2	0	3	0	18	55	127	0	31	0	59	0	141	55	37	0	528
07:30 AM	5	0	3	0	7	70	107	0	30	0	80	0	126	57	37	0	522
07:45 AM	2	0	2	0	12	43	99	0	27	0	59	0	107	32	17	0	400
Total	9	0	13	0	61	216	453	0	124	0	268	0	530	185	122	0	1981
08:00 AM	5	0	2	0	7	34	66	0	39	0	60	0	122	39	10	0	384
08:15 AM	7	0	14	0	4	29	80	0	41	0	62	0	101	52	8	0	398
08:30 AM	6	0	7	0	7	15	75	0	27	0	66	0	88	82	14	0	387
08:45 AM	5	0	3	0	6	30	138	0	53	0	47	0	92	88	6	0	468
Total	23	0	26	0	24	108	359	0	160	0	235	0	403	261	38	0	1637
*** BREAK ***																	
04:00 PM	38	0	26	0	3	58	41	0	96	0	141	0	69	47	7	0	526
04:15 PM	60	0	36	0	3	41	47	0	100	0	139	0	60	58	5	0	549
04:30 PM	66	0	43	0	2	28	63	0	85	0	190	0	63	48	3	0	591
04:45 PM	56	0	26	0	1	57	35	0	101	0	174	0	62	55	5	0	572
Total	220	0	131	0	9	184	186	0	382	0	644	0	254	208	20	0	2238
05:00 PM	64	0	31	0	1	51	35	0	90	0	155	0	69	66	5	0	567
05:15 PM	35	0	34	0	4	55	44	0	106	0	177	0	72	58	4	0	589
05:30 PM	36	0	22	0	0	45	59	0	104	0	215	0	73	54	3	0	611
05:45 PM	25	0	24	0	4	36	35	0	103	0	155	0	70	66	4	0	522
Total	160	0	111	0	9	187	173	0	403	0	702	0	284	244	16	0	2289
Grand Total	412	0	281	0	103	695	1171	0	1069	0	1849	0	1471	898	196	0	8145
Apprch %	59.5	0	40.5	0	5.2	35.3	59.5	0	36.6	0	63.4	0	57.3	35	7.6	0	
Total %	5.1	0	3.4	0	1.3	8.5	14.4	0	13.1	0	22.7	0	18.1	11	2.4	0	

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File Name : Skye Canyon Park-Ramps US 95
Site Code : 00000911
Start Date : 9/11/2018

	Ramps US 95 Southbound					Skye Canyon Park Westbound					Ramps US 95 Northbound					Skye Canyon Park Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	5	0	5	24	48	120	0	192	36	0	70	0	106	156	41	31	0	228	531
07:15 AM	2	0	3	0	5	18	55	127	0	200	31	0	59	0	90	141	55	37	0	233	528
07:30 AM	5	0	3	0	8	7	70	107	0	184	30	0	80	0	110	126	57	37	0	220	522
07:45 AM	2	0	2	0	4	12	43	99	0	154	27	0	59	0	86	107	32	17	0	156	400
Total Volume	9	0	13	0	22	61	216	453	0	730	124	0	268	0	392	530	185	122	0	837	1981
% App. Total	40.9	0	59.1	0		8.4	29.6	62.1	0		31.6	0	68.4	0		63.3	22.1	14.6	0		
PHF	.450	.000	.650	.000	.688	.635	.771	.892	.000	.913	.861	.000	.838	.000	.891	.849	.811	.824	.000	.898	.933

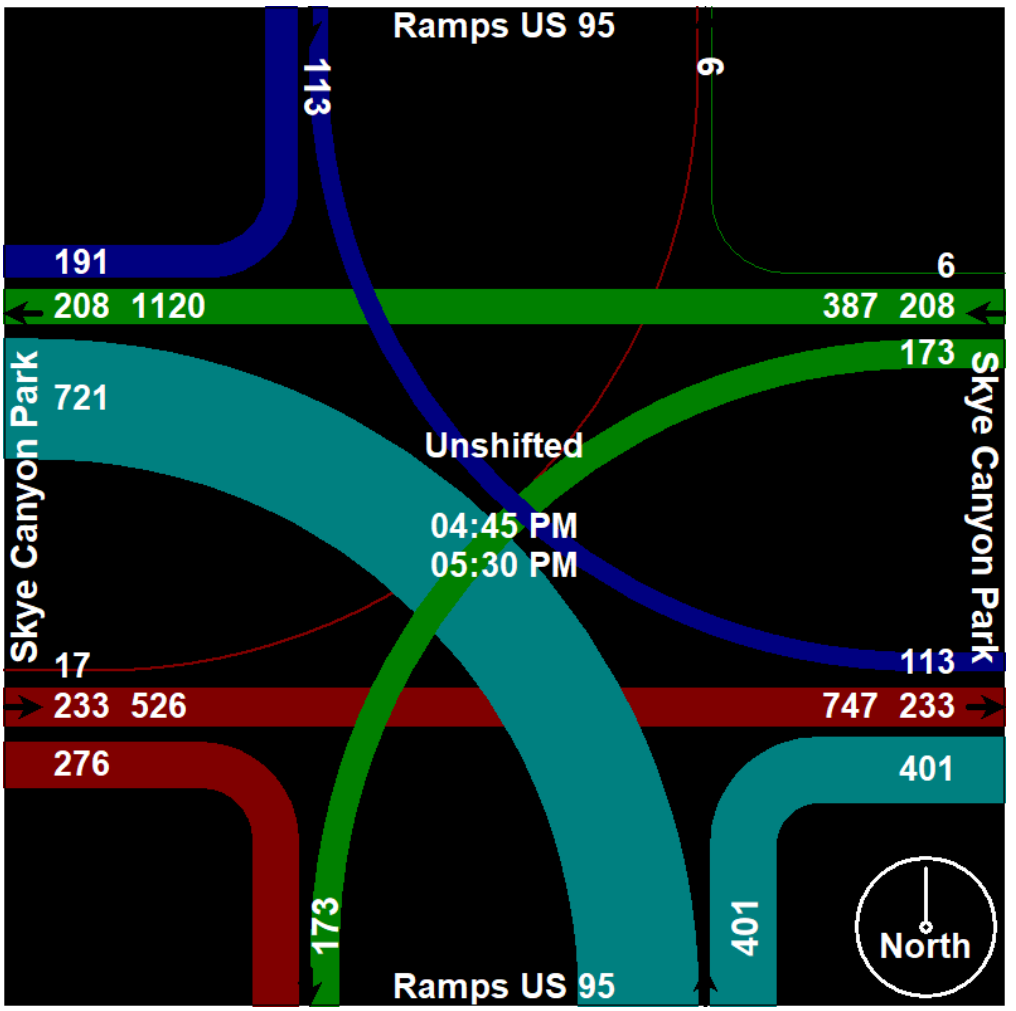


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	Ramps US 95 Southbound					Skye Canyon Park Westbound					Ramps US 95 Northbound					Skye Canyon Park Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	56	0	26	0	82	1	57	35	0	93	101	0	174	0	275	62	55	5	0	122	572
05:00 PM	64	0	31	0	95	1	51	35	0	87	90	0	155	0	245	69	66	5	0	140	567
05:15 PM	35	0	34	0	69	4	55	44	0	103	106	0	177	0	283	72	58	4	0	134	589
05:30 PM	36	0	22	0	58	0	45	59	0	104	104	0	215	0	319	73	54	3	0	130	611
Total Volume	191	0	113	0	304	6	208	173	0	387	401	0	721	0	1122	276	233	17	0	526	2339
% App. Total	62.8	0	37.2	0		1.6	53.7	44.7	0		35.7	0	64.3	0		52.5	44.3	3.2	0		
PHF	.746	.000	.831	.000	.800	.375	.912	.733	.000	.930	.946	.000	.838	.000	.879	.945	.883	.850	.000	.939	.957



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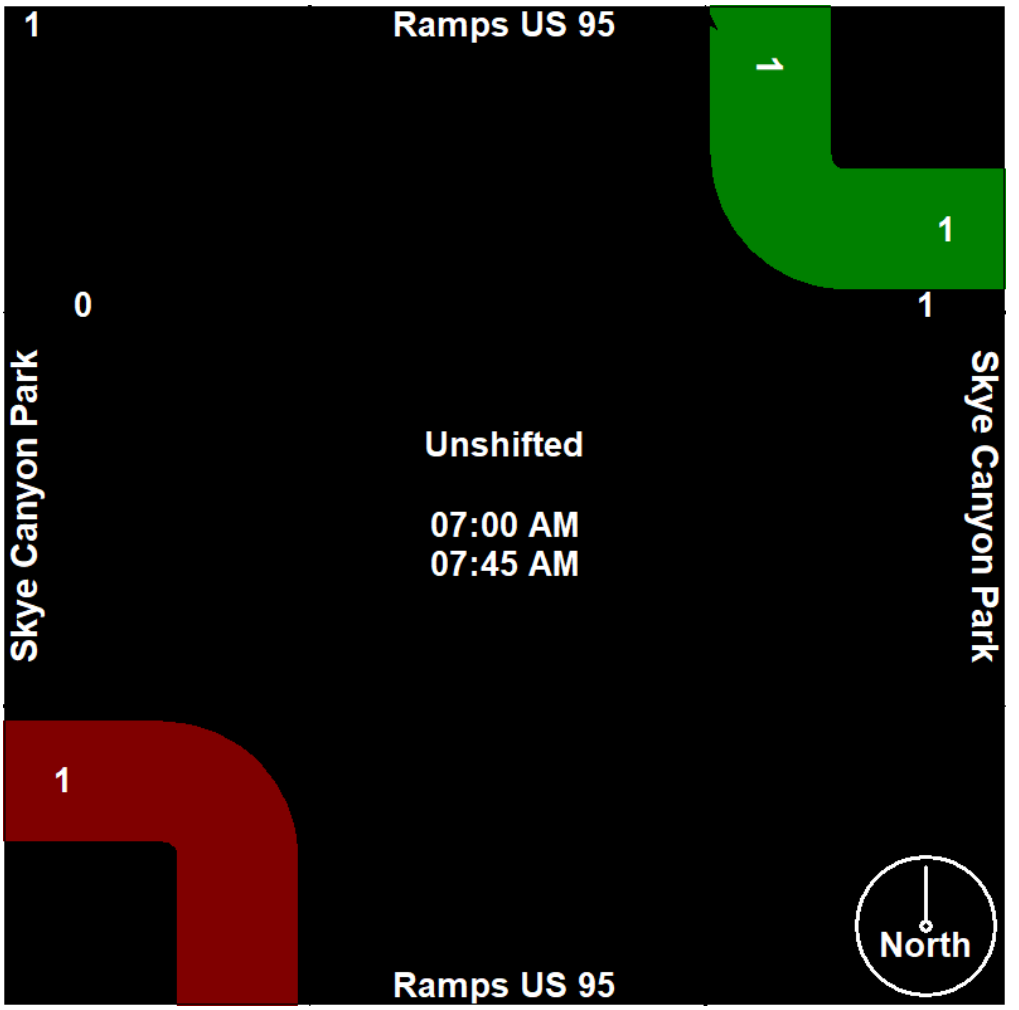
	Ramps US 95 Southbound				Skye Canyon Park Westbound				Ramps US 95 Northbound				Skye Canyon Park Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
*** BREAK ***																	
Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
*** BREAK ***																	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***																	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
*** BREAK ***																	
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	3	0	0	0	5
Apprch %	0	0	0	0	50	0	50	0	0	0	0	0	100	0	0	0	
Total %	0	0	0	0	20	0	20	0	0	0	0	0	60	0	0	0	

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Site Code : 00000911
Start Date : 9/11/2018

	Ramps US 95 Southbound					Skye Canyon Park Westbound					Ramps US 95 Northbound					Skye Canyon Park Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250

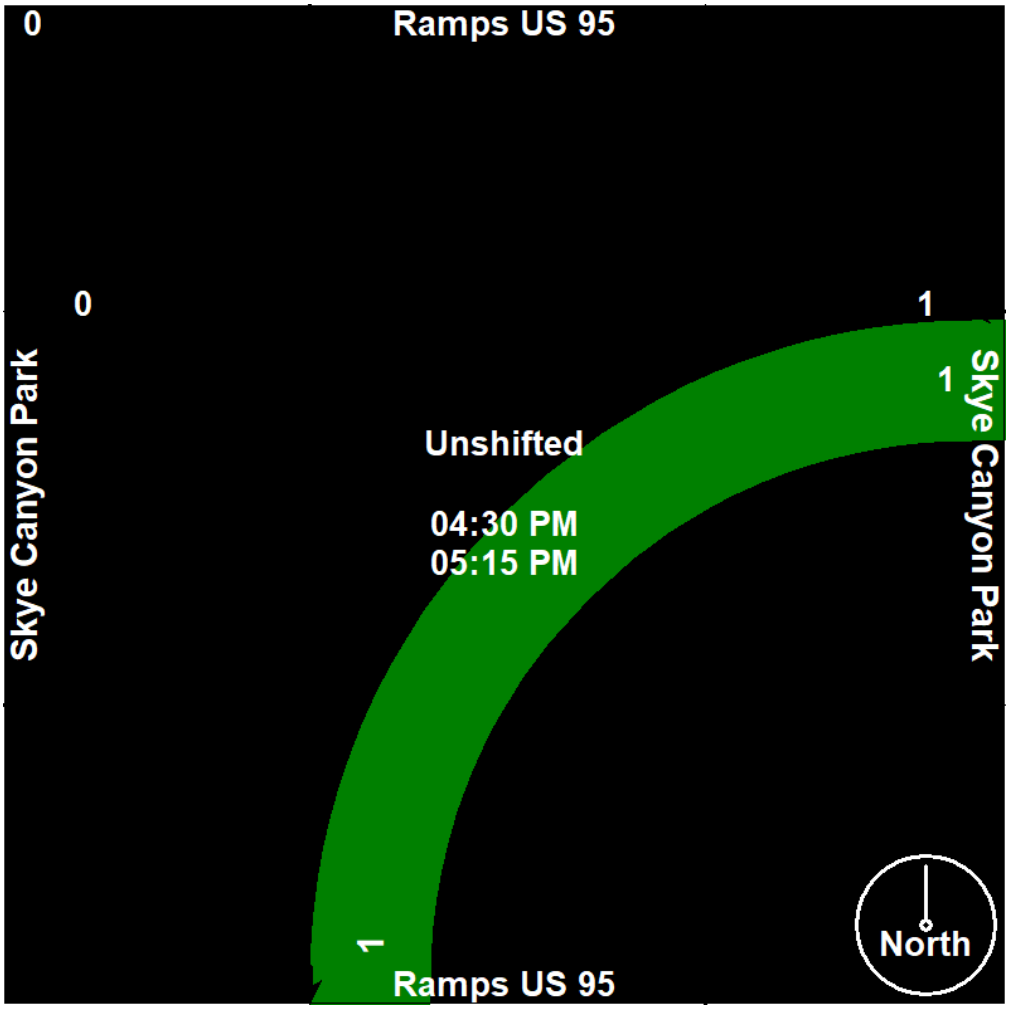


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	Ramps US 95 Southbound					Skye Canyon Park Westbound					Ramps US 95 Northbound					Skye Canyon Park Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
702-217-1968
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File Name : Skye Canyon Park-Ramps US 95 - Peds
Site Code : 00000911
Start Date : 9/11/2018
Page No : 1

Groups Printed- Unshifted

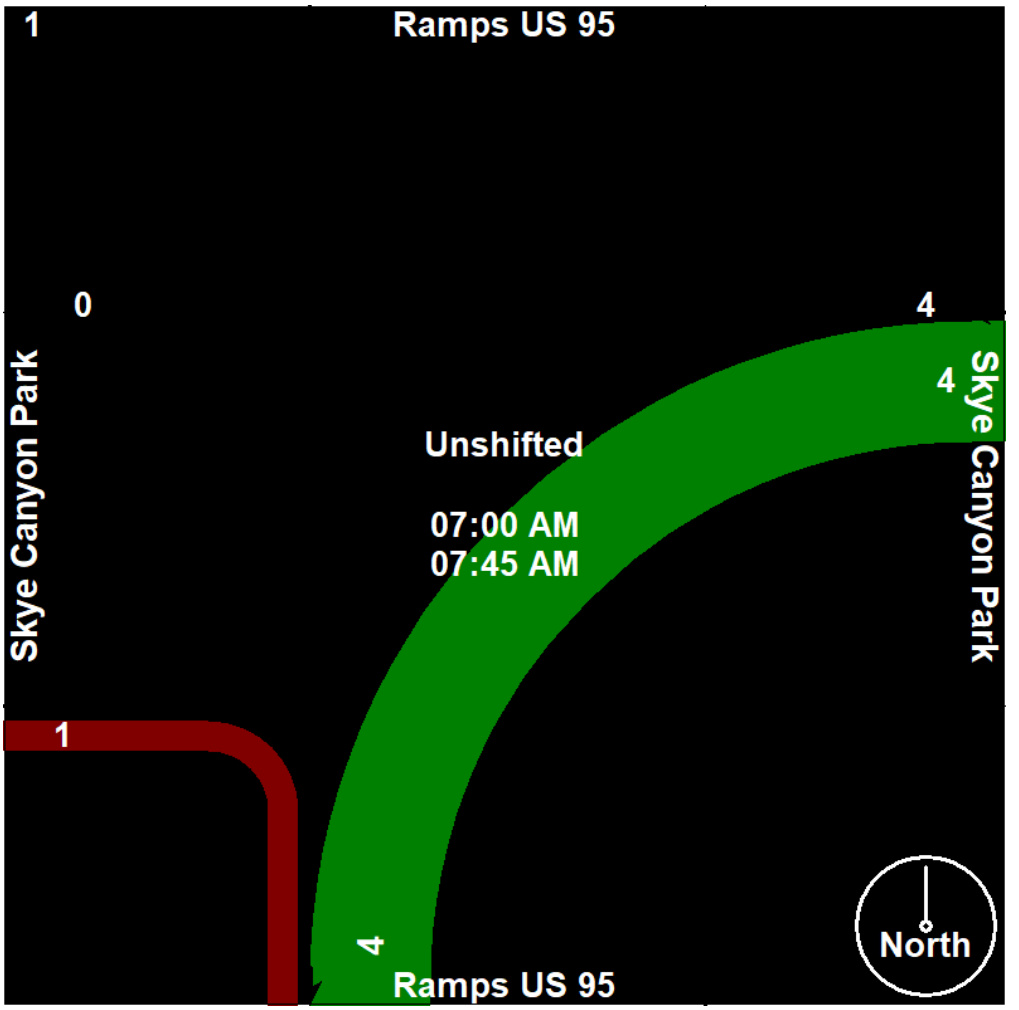
	Ramps US 95 Southbound				Skye Canyon Park Westbound				Ramps US 95 Northbound				Skye Canyon Park Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
07:15 AM	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	5
*** BREAK ***																	
Total	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	5
*** BREAK ***																	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
*** BREAK ***																	
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	5	0	0	0	0	0	1	0	1	0	7
Apprch %	0	0	0	0	0	0	100	0	0	0	0	0	50	0	50	0	
Total %	0	0	0	0	0	0	71.4	0	0	0	0	0	14.3	0	14.3	0	

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File Name : Skye Canyon Park-Ramps US 95 - Peds
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Start Date : 9/11/2018

	Ramps US 95 Southbound					Skye Canyon Park Westbound					Ramps US 95 Northbound					Skye Canyon Park Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	0	0	1	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	0	0	1	5
% App. Total	0	0	0	0		0	0	100	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250

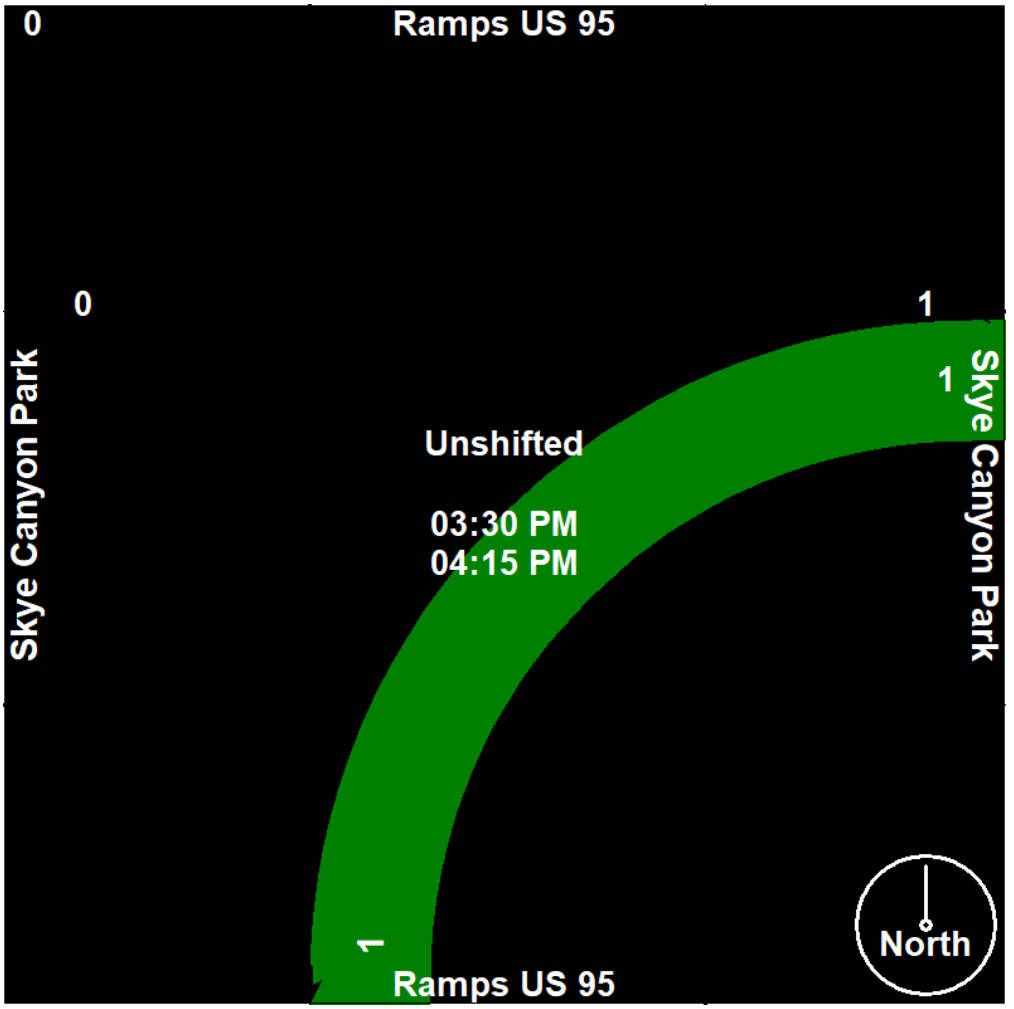


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File Name : Skye Canyon Park-Ramps US 95 - Peds
Site Code : 00000911
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	Ramps US 95 Southbound					Skye Canyon Park Westbound					Ramps US 95 Northbound					Skye Canyon Park Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : Fort Apache-Horse
Site Code : 00000777
Start Date : 9/11/2018
Page No : 1

Groups Printed- Unshifted

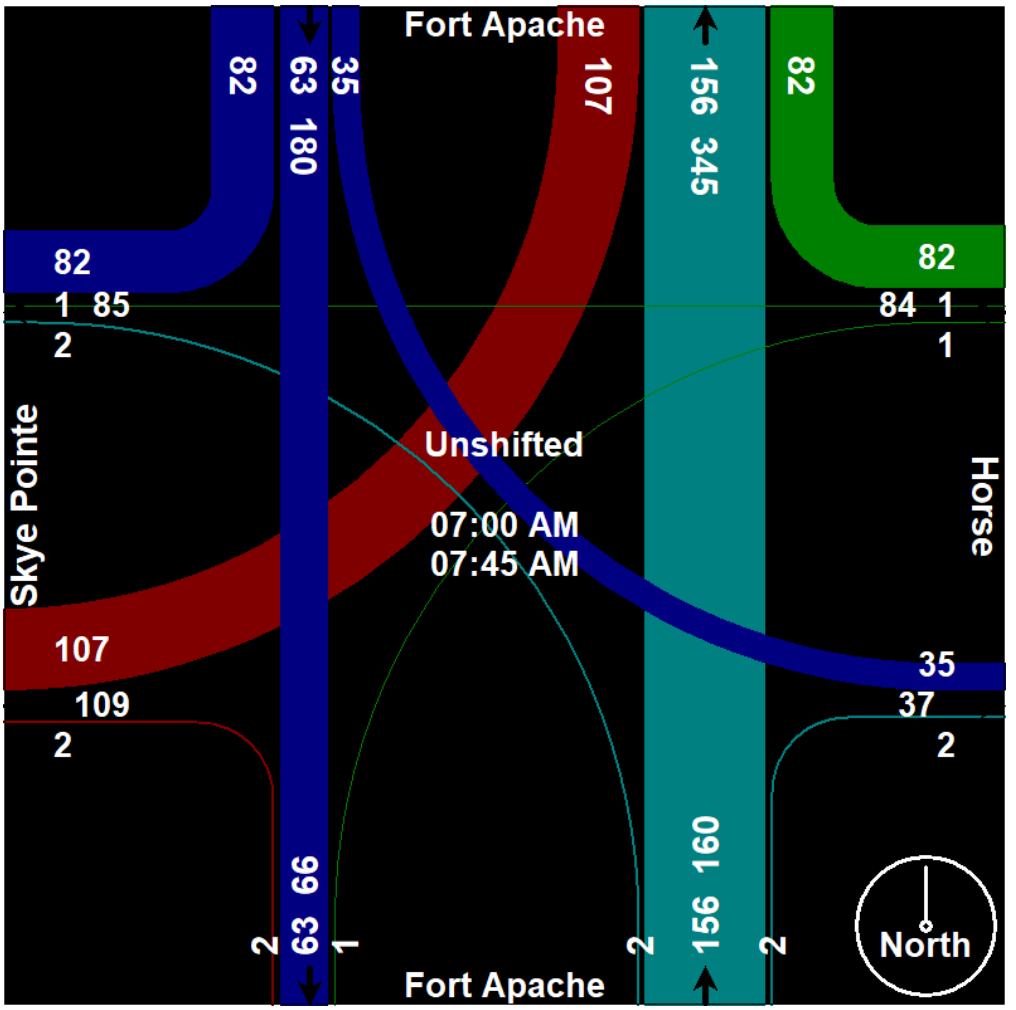
	Fort Apache Southbound				Horse Westbound				Fort Apache Northbound				Skye Pointe Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	15	14	10	0	11	0	1	0	1	43	1	0	1	0	24	0	121
07:15 AM	24	18	9	0	26	0	0	0	1	50	0	0	1	0	28	0	157
07:30 AM	34	18	6	0	29	0	0	0	0	33	0	0	0	0	27	0	147
07:45 AM	9	13	10	0	16	1	0	0	0	30	1	0	0	0	28	0	108
Total	82	63	35	0	82	1	1	0	2	156	2	0	2	0	107	0	533
08:00 AM	11	12	5	0	17	1	1	0	1	18	0	0	2	0	7	0	75
08:15 AM	17	22	6	0	16	1	0	0	0	18	0	0	1	0	11	0	92
08:30 AM	6	19	6	0	17	0	0	0	0	24	0	0	1	1	13	0	87
08:45 AM	24	10	9	0	32	1	0	0	0	54	1	0	1	0	34	0	166
Total	58	63	26	0	82	3	1	0	1	114	1	0	5	1	65	0	420
*** BREAK ***																	
04:00 PM	28	36	19	0	19	0	0	0	2	17	0	0	1	1	16	0	139
04:15 PM	26	46	33	0	12	0	0	0	0	12	2	0	1	0	16	0	148
04:30 PM	34	40	21	0	10	0	1	0	3	20	0	0	1	0	11	0	141
04:45 PM	24	48	25	0	9	0	0	0	1	19	0	0	0	0	21	0	147
Total	112	170	98	0	50	0	1	0	6	68	2	0	3	1	64	0	575
05:00 PM	19	44	26	0	5	0	1	0	0	19	2	0	1	1	16	0	134
05:15 PM	23	47	30	0	14	1	1	0	1	26	1	0	1	1	12	0	158
05:30 PM	24	36	26	0	12	2	0	0	0	23	0	0	1	0	12	0	136
05:45 PM	23	44	34	0	21	3	1	0	1	7	0	0	0	4	8	0	146
Total	89	171	116	0	52	6	3	0	2	75	3	0	3	6	48	0	574
Grand Total	341	467	275	0	266	10	6	0	11	413	8	0	13	8	284	0	2102
Apprch %	31.5	43.1	25.4	0	94.3	3.5	2.1	0	2.5	95.6	1.9	0	4.3	2.6	93.1	0	
Total %	16.2	22.2	13.1	0	12.7	0.5	0.3	0	0.5	19.6	0.4	0	0.6	0.4	13.5	0	

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File Name : Fort Apache-Horse
Site Code : 00000777
Start Date : 9/11/2018

	Fort Apache Southbound					Horse Westbound					Fort Apache Northbound					Skye Pointe Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	15	14	10	0	39	11	0	1	0	12	1	43	1	0	45	1	0	24	0	25	121
07:15 AM	24	18	9	0	51	26	0	0	0	26	1	50	0	0	51	1	0	28	0	29	157
07:30 AM	34	18	6	0	58	29	0	0	0	29	0	33	0	0	33	0	0	27	0	27	147
07:45 AM	9	13	10	0	32	16	1	0	0	17	0	30	1	0	31	0	0	28	0	28	108
Total Volume	82	63	35	0	180	82	1	1	0	84	2	156	2	0	160	2	0	107	0	109	533
% App. Total	45.6	35	19.4	0		97.6	1.2	1.2	0		1.2	97.5	1.2	0		1.8	0	98.2	0		
PHF	.603	.875	.875	.000	.776	.707	.250	.250	.000	.724	.500	.780	.500	.000	.784	.500	.000	.955	.000	.940	.849

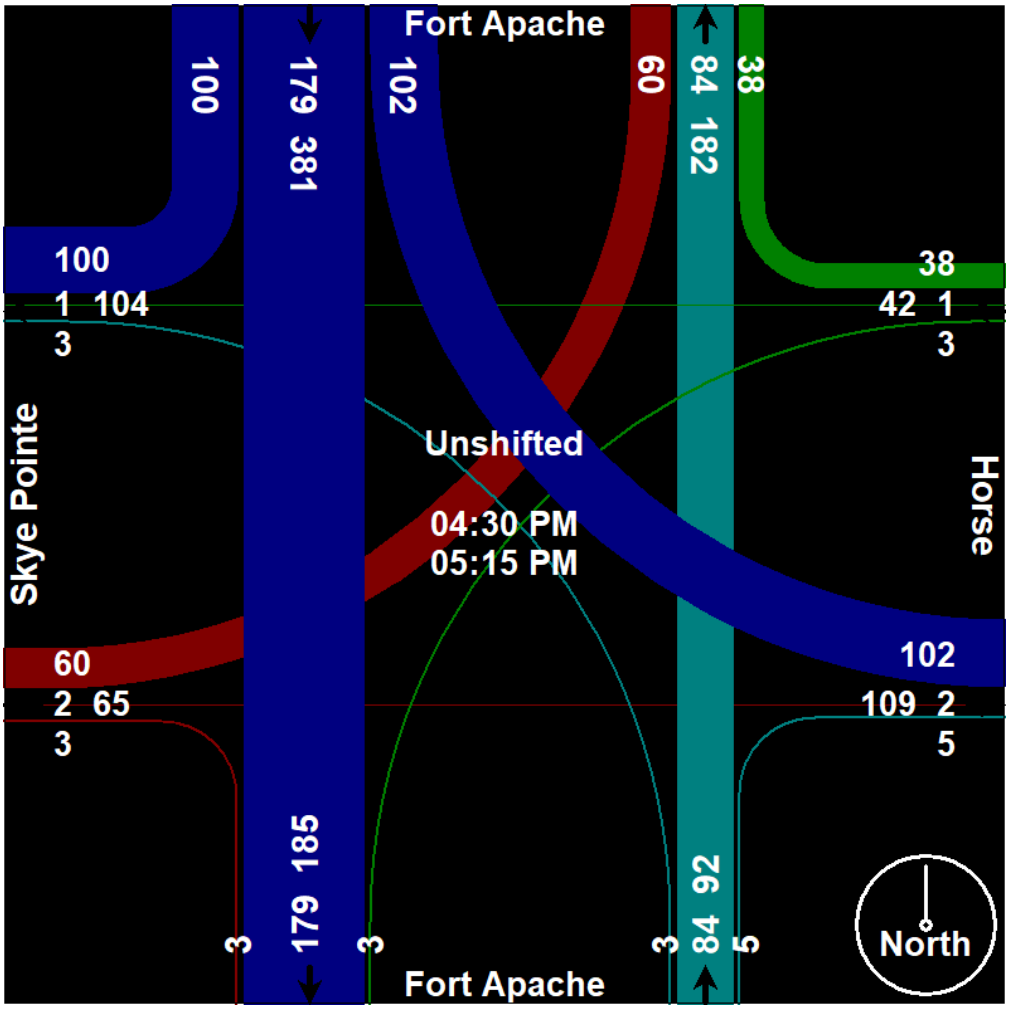


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File Name : Fort Apache-Horse
Site Code : 00000777
Start Date : 9/11/2018
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	Fort Apache Southbound					Horse Westbound					Fort Apache Northbound					Skye Pointe Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	34	40	21	0	95	10	0	1	0	11	3	20	0	0	23	1	0	11	0	12	141
04:45 PM	24	48	25	0	97	9	0	0	0	9	1	19	0	0	20	0	0	21	0	21	147
05:00 PM	19	44	26	0	89	5	0	1	0	6	0	19	2	0	21	1	1	16	0	18	134
05:15 PM	23	47	30	0	100	14	1	1	0	16	1	26	1	0	28	1	1	12	0	14	158
Total Volume	100	179	102	0	381	38	1	3	0	42	5	84	3	0	92	3	2	60	0	65	580
% App. Total	26.2	47	26.8	0		90.5	2.4	7.1	0		5.4	91.3	3.3	0		4.6	3.1	92.3	0		
PHF	.735	.932	.850	.000	.953	.679	.250	.750	.000	.656	.417	.808	.375	.000	.821	.750	.500	.714	.000	.774	.918



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1819 Quarley Place
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File Name : Sky Pointe-Horse - Bikes
Site Code : 00000777
Start Date : 9/11/2018
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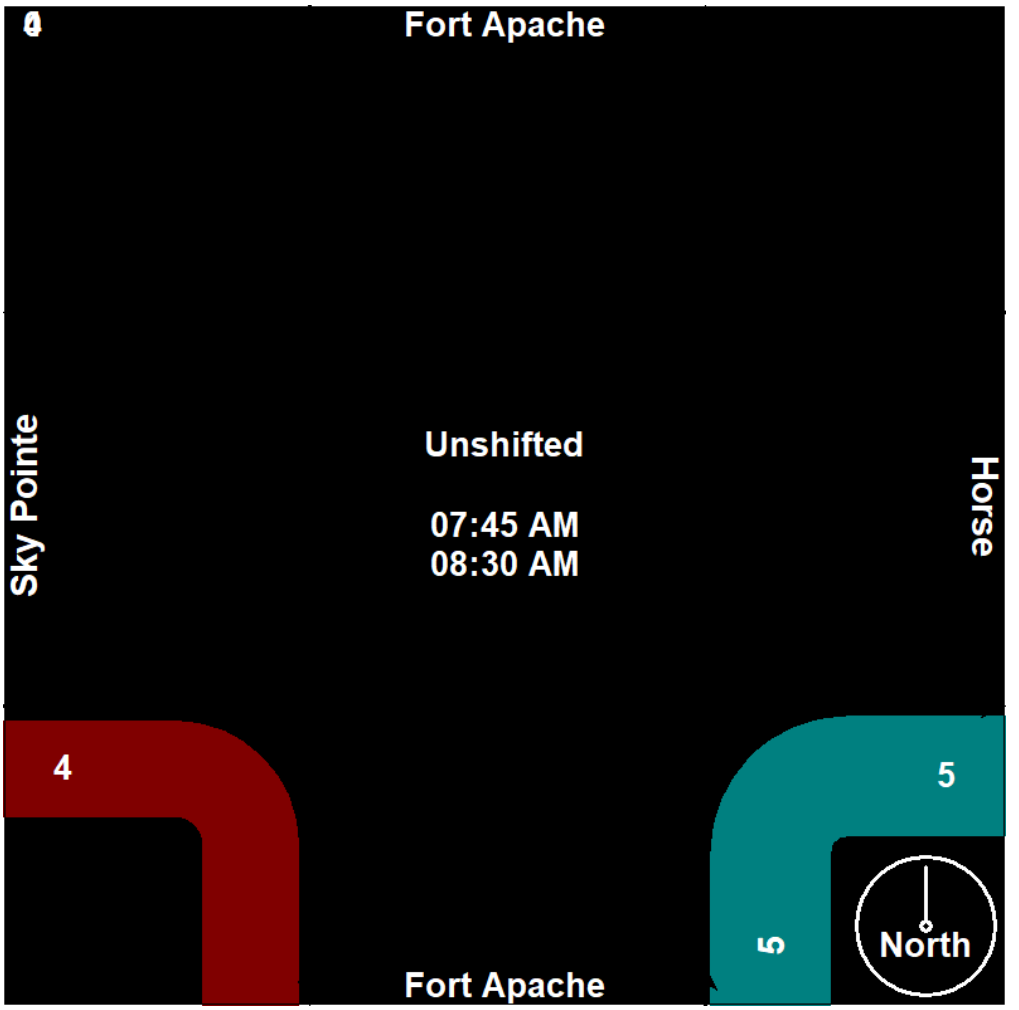
	Fort Apache Southbound				Horse Westbound				Fort Apache Northbound				Sky Pointe Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	6
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	0	9
*** BREAK ***																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	5	0	1	0	4	0	0	0	10
Apprch %	0	0	0	0	0	0	0	0	83.3	0	16.7	0	100	0	0	0	
Total %	0	0	0	0	0	0	0	0	50	0	10	0	40	0	0	0	

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File Name : Sky Pointe-Horse - Bikes
Site Code : 00000777
Start Date : 9/11/2018

	Fort Apache Southbound					Horse Westbound					Fort Apache Northbound					Sky Pointe Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	3	6
Total Volume	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	4	0	0	0	4	9
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.000	.000	.417	.333	.000	.000	.000	.333	.375

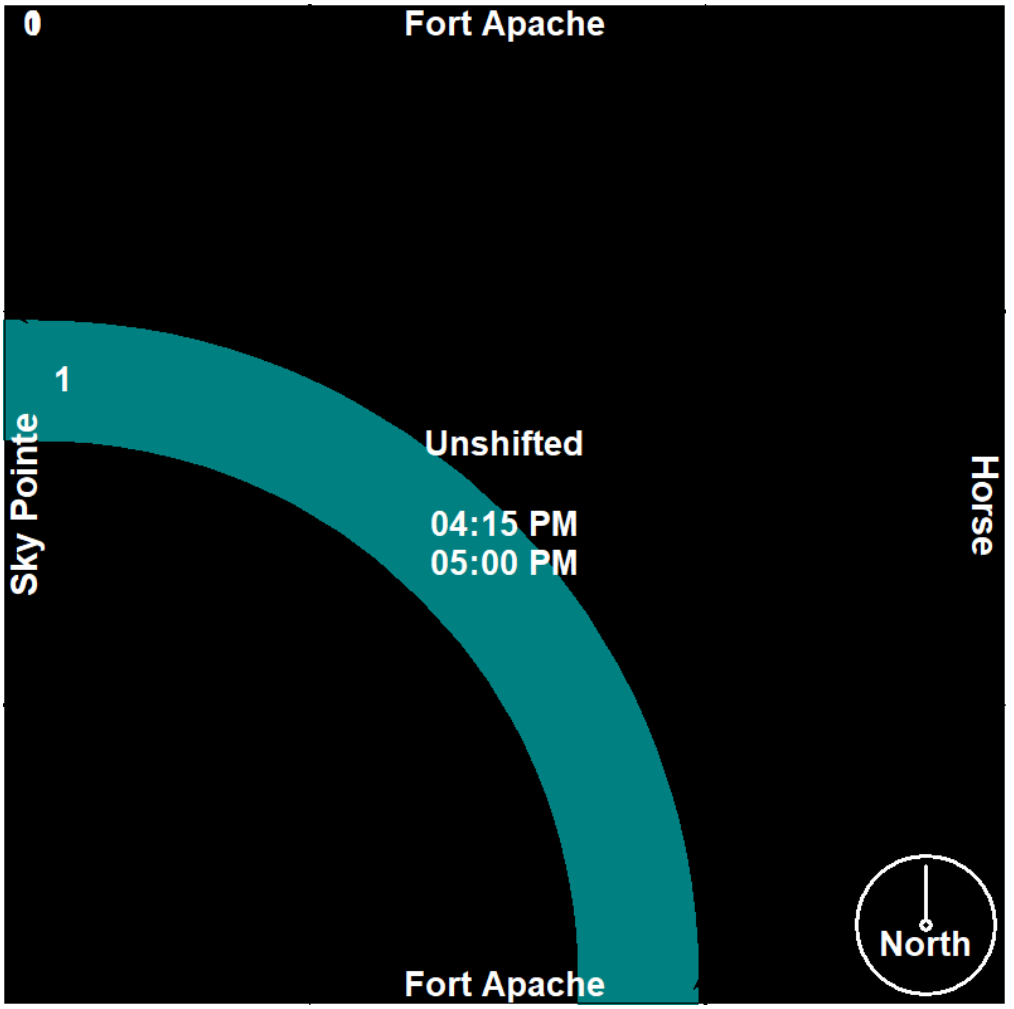


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File Name : Sky Pointe-Horse - Bikes
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	Fort Apache Southbound					Horse Westbound					Fort Apache Northbound					Sky Pointe Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	0	100	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250



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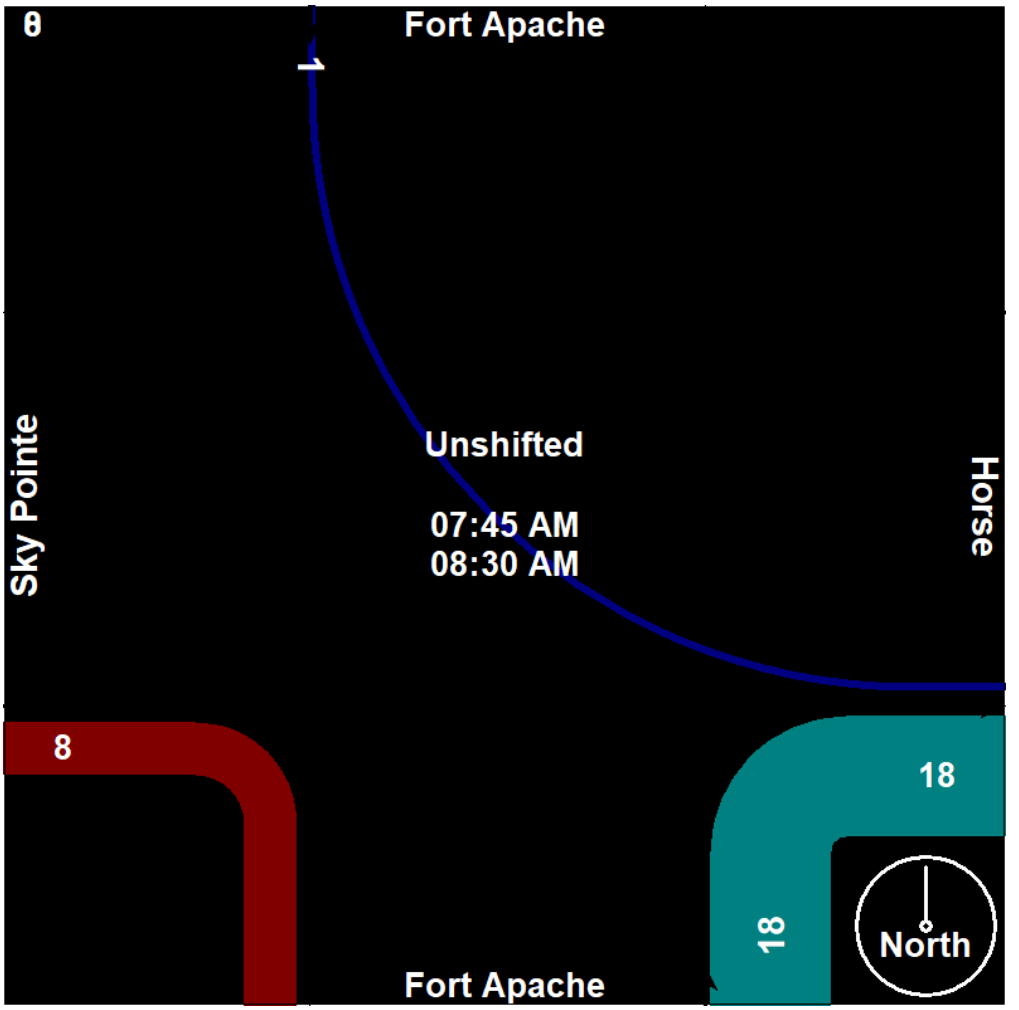
	Fort Apache Southbound				Horse Westbound				Fort Apache Northbound				Sky Pointe Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	12	0	0	0	6	0	0	0	18
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	18	0	0	0	8	0	0	0	27
*** BREAK ***																	
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
Grand Total	0	0	4	0	0	0	0	0	18	0	0	0	8	0	0	0	30
Apprch %	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	
Total %	0	0	13.3	0	0	0	0	0	60	0	0	0	26.7	0	0	0	

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File Name : Sky Pointe-Horse - Peds
Site Code : 00000777
Start Date : 9/11/2018

	Fort Apache Southbound					Horse Westbound					Fort Apache Northbound					Sky Pointe Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	6	0	0	0	6	18
Total Volume	0	0	1	0	1	0	0	0	0	0	18	0	0	0	18	8	0	0	0	8	27
% App. Total	0	0	100	0		0	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.333	.000	.000	.000	.333	.375

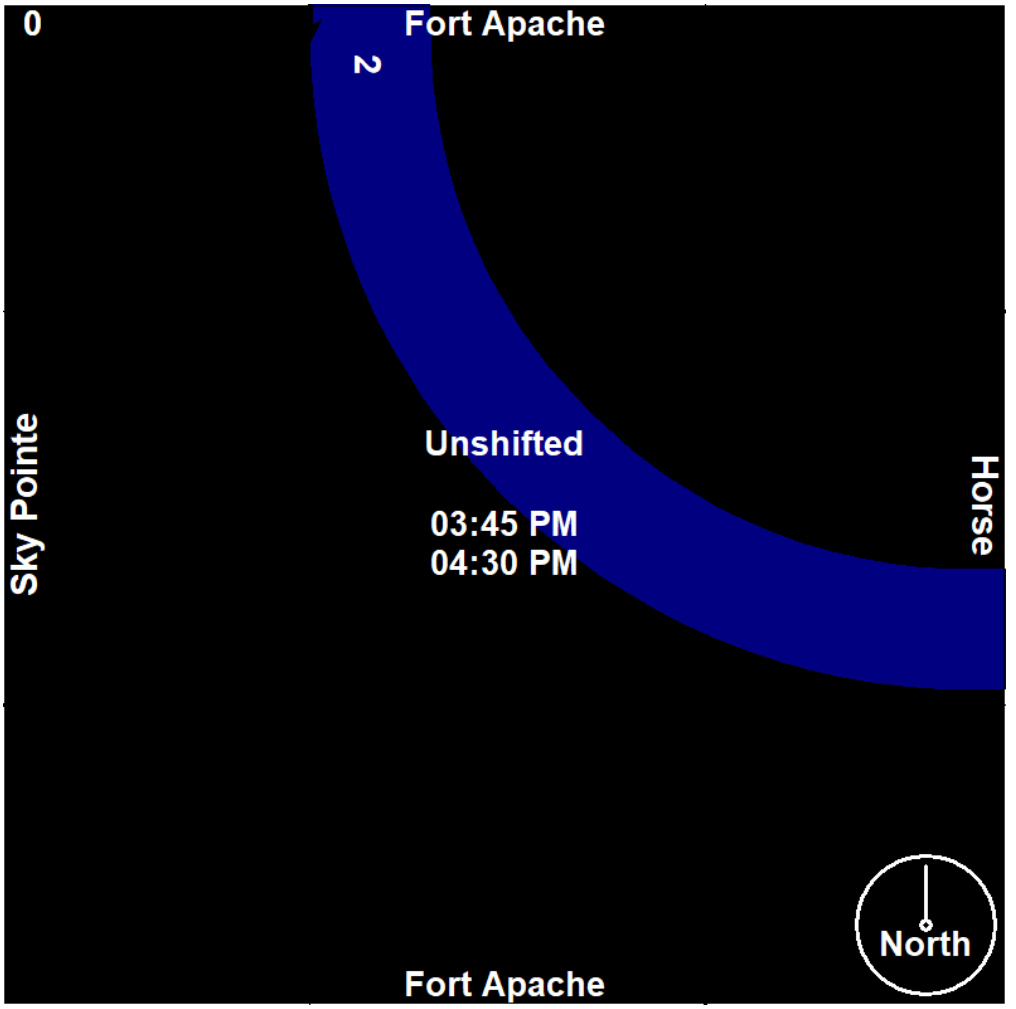


Silver State Traffic Data Collection, LLC

1819 Quarley Place
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702-217-1968
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File Name : Sky Pointe-Horse - Peds
Site Code : 00000777
Start Date : 9/11/2018
Page No : 3

	Fort Apache Southbound					Horse Westbound					Fort Apache Northbound					Sky Pointe Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500



Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : El Capitan-Horse
Site Code : 00000912
Start Date : 9/12/2018
Page No : 1

Groups Printed- Unshifted

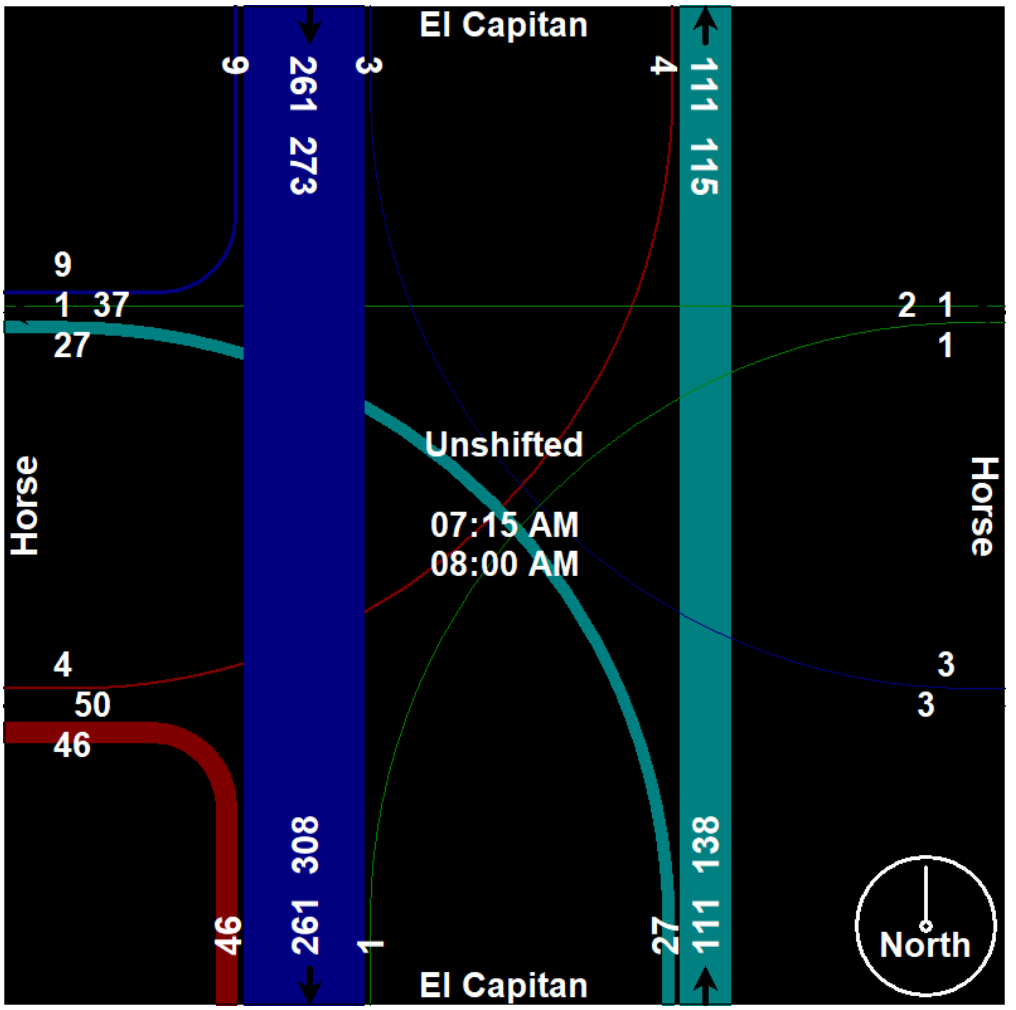
	El Capitan Southbound				Horse Westbound				El Capitan Northbound				Horse Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	2	35	0	0	0	0	0	0	0	12	9	0	6	0	0	0	64
07:15 AM	4	114	2	0	0	1	1	0	0	31	4	0	17	0	2	0	176
07:30 AM	0	53	1	0	0	0	0	0	0	28	12	0	6	0	1	0	101
07:45 AM	3	42	0	0	0	0	0	0	0	36	5	0	11	0	0	0	97
Total	9	244	3	0	0	1	1	0	0	107	30	0	40	0	3	0	438
08:00 AM	2	52	0	0	0	0	0	0	0	16	6	0	12	0	1	0	89
08:15 AM	1	35	0	0	0	0	0	0	0	29	10	0	7	0	0	0	82
08:30 AM	2	34	0	0	0	2	2	0	0	64	7	0	14	0	0	0	125
08:45 AM	1	64	0	0	0	0	1	0	2	80	11	0	5	0	1	0	165
Total	6	185	0	0	0	2	3	0	2	189	34	0	38	0	2	0	461
*** BREAK ***																	
04:00 PM	0	7	0	0	1	0	2	0	0	21	2	0	4	0	2	0	39
04:15 PM	3	27	0	0	0	1	2	0	0	27	13	0	8	0	2	0	83
04:30 PM	0	38	0	0	0	0	1	0	0	34	5	0	8	0	5	0	91
04:45 PM	1	37	0	0	0	1	0	0	6	29	8	0	6	0	1	0	89
Total	4	109	0	0	1	2	5	0	6	111	28	0	26	0	10	0	302
05:00 PM	2	43	0	0	0	1	1	0	0	54	11	0	15	0	2	0	129
05:15 PM	1	50	0	0	0	0	0	0	1	30	8	0	14	0	2	0	106
05:30 PM	4	21	1	0	1	0	1	0	2	33	11	0	14	1	2	0	91
05:45 PM	0	38	0	0	0	1	0	0	0	37	17	0	13	2	2	0	110
Total	7	152	1	0	1	2	2	0	3	154	47	0	56	3	8	0	436
Grand Total	26	690	4	0	2	7	11	0	11	561	139	0	160	3	23	0	1637
Apprch %	3.6	95.8	0.6	0	10	35	55	0	1.5	78.9	19.5	0	86	1.6	12.4	0	
Total %	1.6	42.2	0.2	0	0.1	0.4	0.7	0	0.7	34.3	8.5	0	9.8	0.2	1.4	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : El Capitan-Horse
Site Code : 00000912
Start Date : 9/12/2018
Page No : 2

	El Capitan Southbound					Horse Westbound					El Capitan Northbound					Horse Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	114	2	0	120	0	1	1	0	2	0	31	4	0	35	17	0	2	0	19	176
07:30 AM	0	53	1	0	54	0	0	0	0	0	0	28	12	0	40	6	0	1	0	7	101
07:45 AM	3	42	0	0	45	0	0	0	0	0	0	36	5	0	41	11	0	0	0	11	97
08:00 AM	2	52	0	0	54	0	0	0	0	0	0	16	6	0	22	12	0	1	0	13	89
Total Volume	9	261	3	0	273	0	1	1	0	2	0	111	27	0	138	46	0	4	0	50	463
% App. Total	3.3	95.6	1.1	0		0	50	50	0		0	80.4	19.6	0		92	0	8	0		
PHF	.563	.572	.375	.000	.569	.000	.250	.250	.000	.250	.000	.771	.563	.000	.841	.676	.000	.500	.000	.658	.658

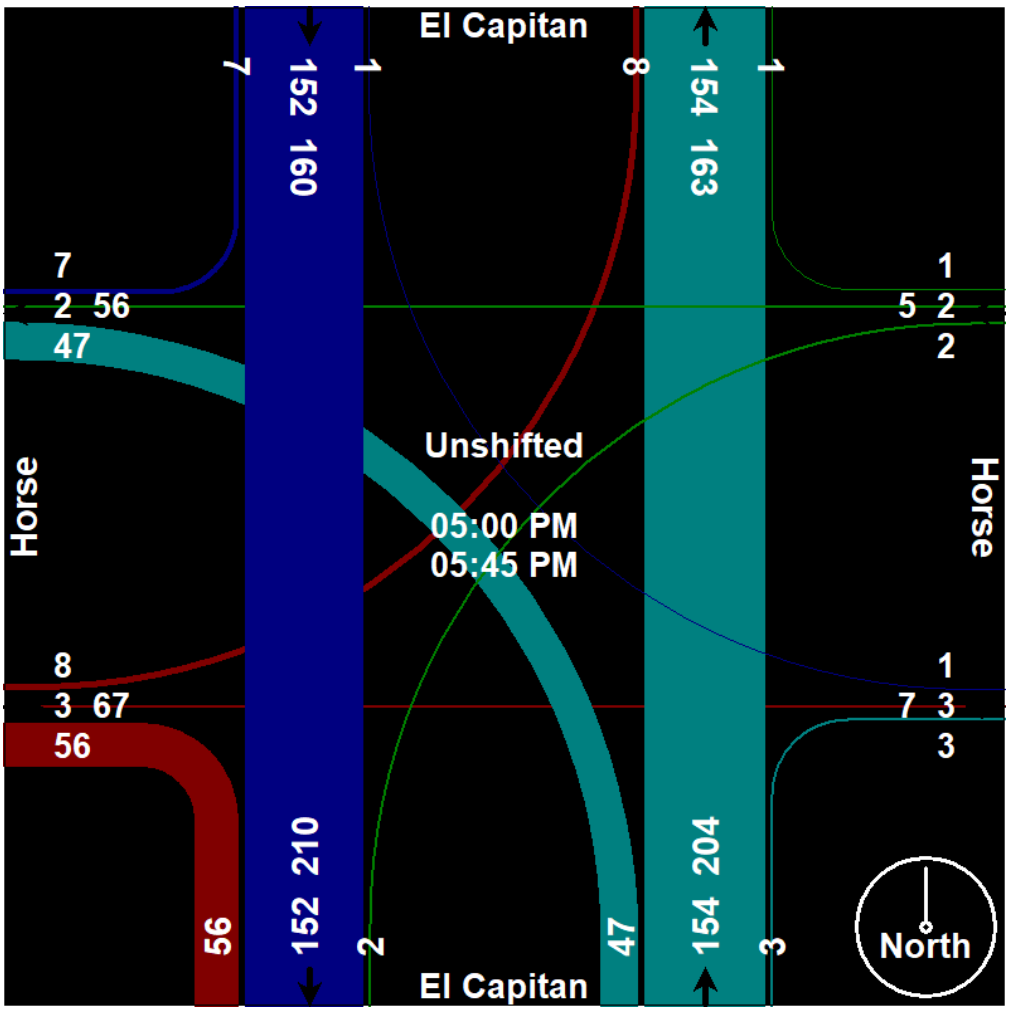


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1819 Quarley Place
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File Name : El Capitan-Horse
Site Code : 00000912
Start Date : 9/12/2018
Page No : 3

	El Capitan Southbound					Horse Westbound					El Capitan Northbound					Horse Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	43	0	0	45	0	1	1	0	2	0	54	11	0	65	15	0	2	0	17	129
05:15 PM	1	50	0	0	51	0	0	0	0	0	1	30	8	0	39	14	0	2	0	16	106
05:30 PM	4	21	1	0	26	1	0	1	0	2	2	33	11	0	46	14	1	2	0	17	91
05:45 PM	0	38	0	0	38	0	1	0	0	1	0	37	17	0	54	13	2	2	0	17	110
Total Volume	7	152	1	0	160	1	2	2	0	5	3	154	47	0	204	56	3	8	0	67	436
% App. Total	4.4	95	0.6	0		20	40	40	0		1.5	75.5	23	0		83.6	4.5	11.9	0		
PHF	.438	.760	.250	.000	.784	.250	.500	.500	.000	.625	.375	.713	.691	.000	.785	.933	.375	1.00	.000	.985	.845



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1819 Quarley Place
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File Name : El Capitan-Horse - Bikes
Site Code : 00000912
Start Date : 9/12/2018
Page No : 1

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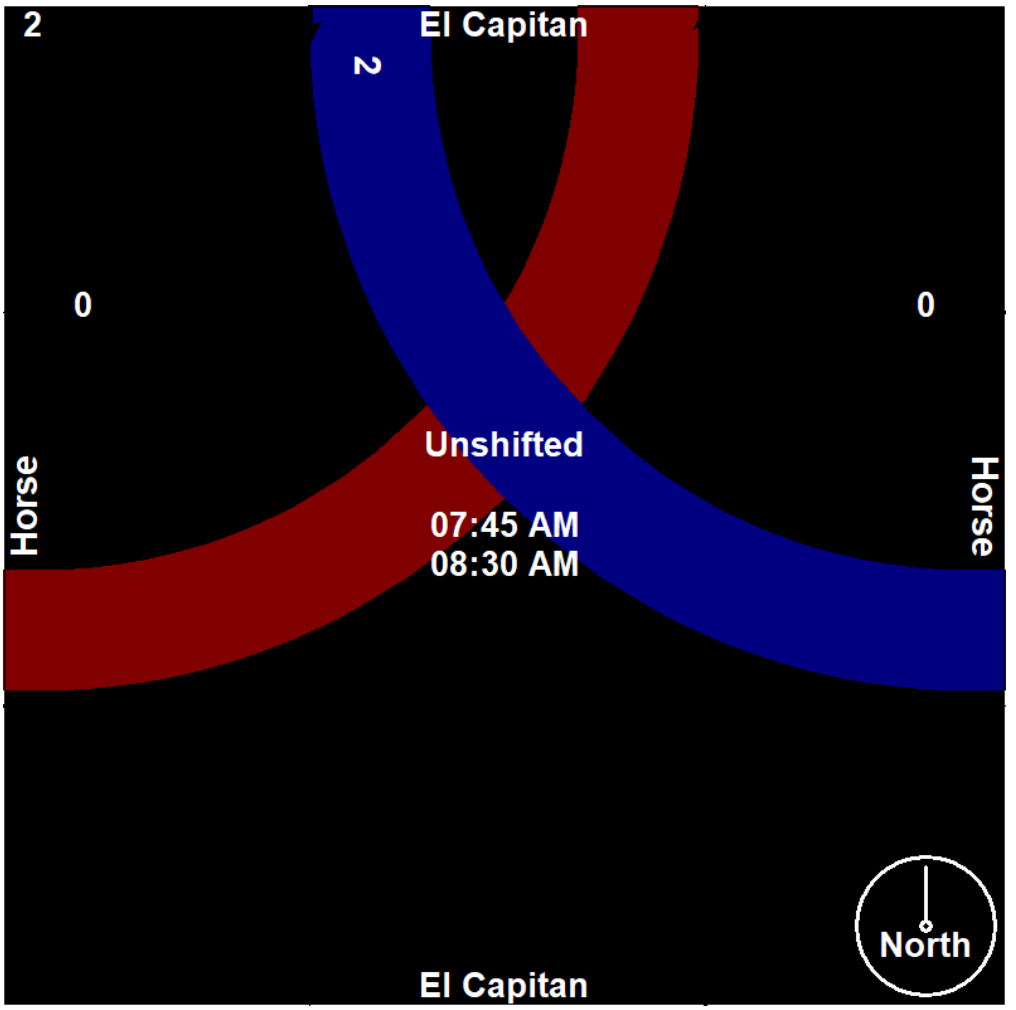
	El Capitan Southbound				Horse Westbound				El Capitan Northbound				Horse Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
08:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4
*** BREAK ***																	
Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4
*** BREAK ***																	
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
*** BREAK ***																	
Grand Total	1	0	2	0	0	0	0	0	1	0	2	0	0	0	2	0	8
Apprch %	33.3	0	66.7	0	0	0	0	0	33.3	0	66.7	0	0	0	100	0	
Total %	12.5	0	25	0	0	0	0	0	12.5	0	25	0	0	0	25	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
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702-217-1968
sstraffic@msn.com

File Name : El Capitan-Horse - Bikes
Site Code : 00000912
Start Date : 9/12/2018

	El Capitan Southbound					Horse Westbound					El Capitan Northbound					Horse Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
Total Volume	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	100	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

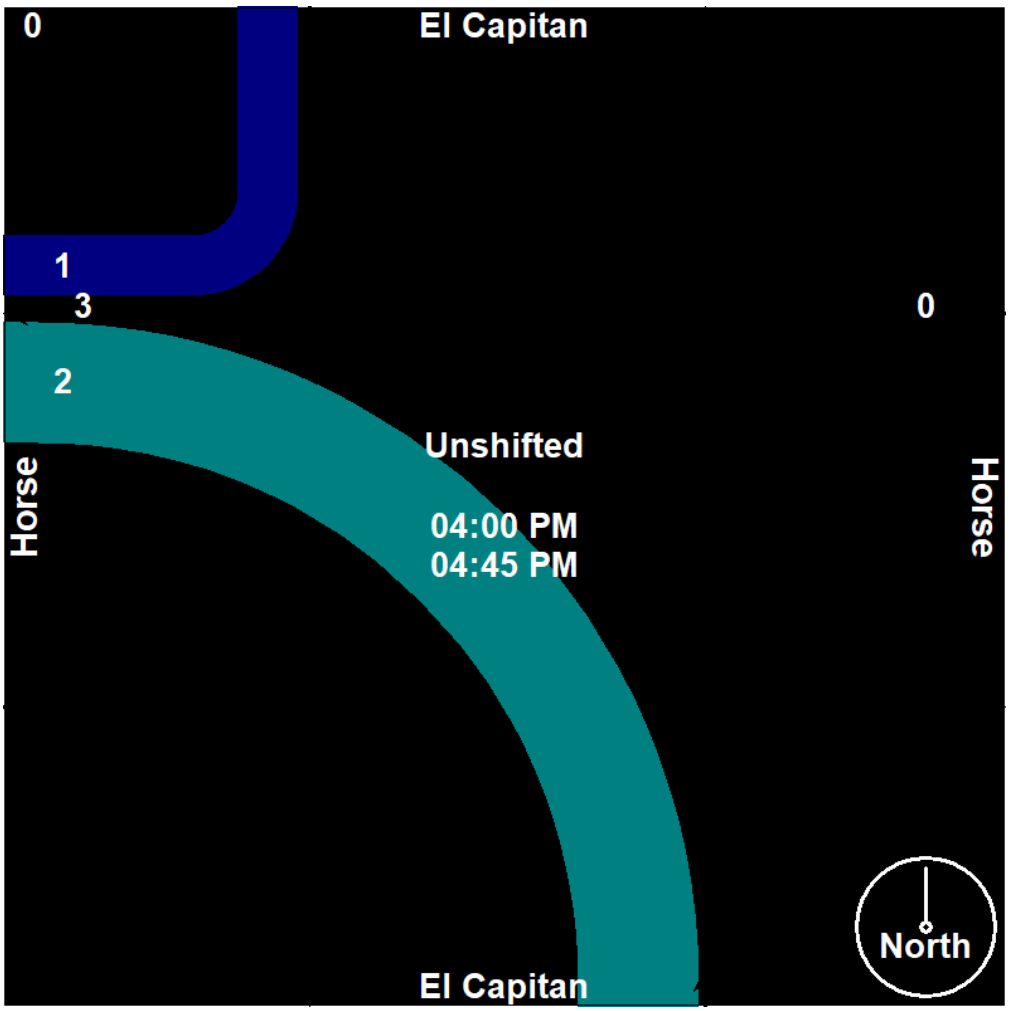


Silver State Traffic Data Collection, LLC

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File Name : El Capitan-Horse - Bikes
Site Code : 00000912
Start Date : 9/12/2018
Page No : 3

	El Capitan Southbound					Horse Westbound					El Capitan Northbound					Horse Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
% App. Total	100	0	0	0		0	0	0	0		0	0	100	0		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375



Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : El Capitan-Horse - Peds
Site Code : 00000912
Start Date : 9/12/2018
Page No : 1

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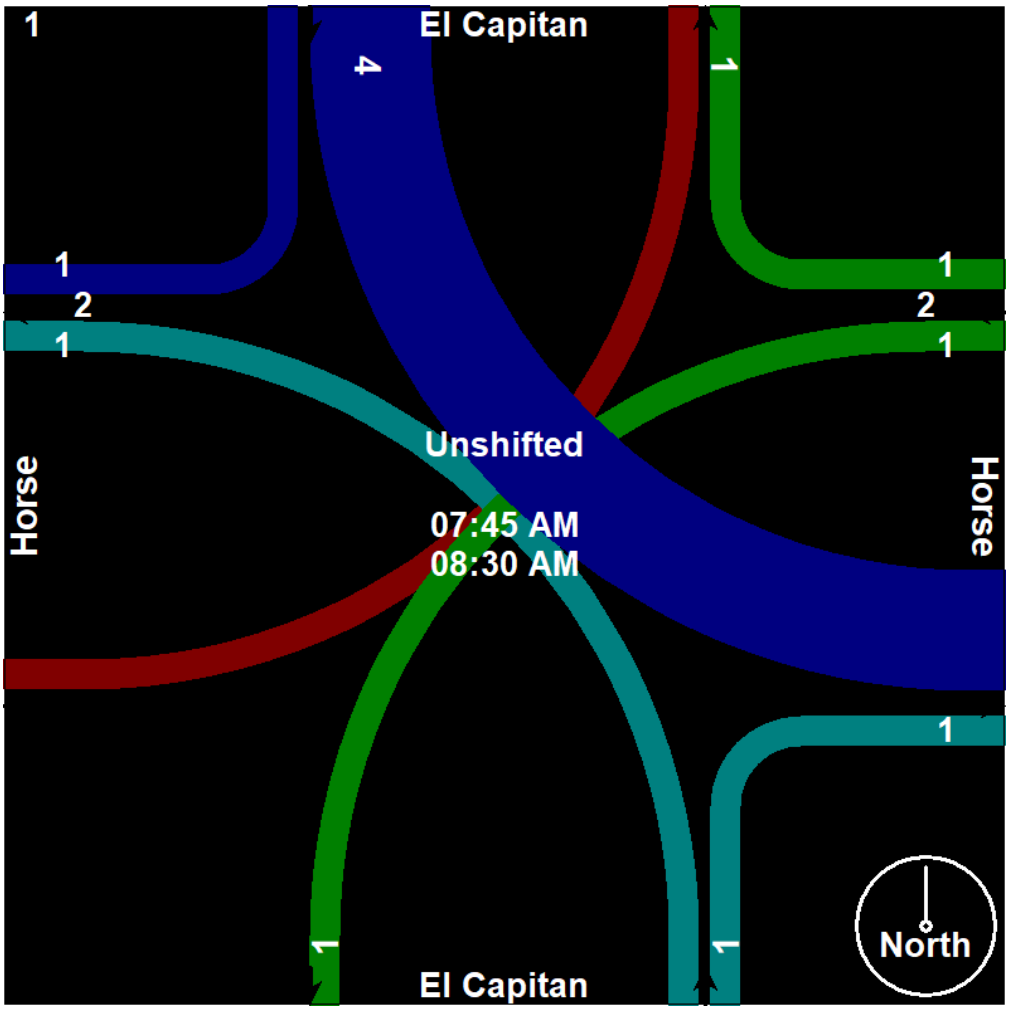
	El Capitan Southbound				Horse Westbound				El Capitan Northbound				Horse Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3
07:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
07:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	2	0	1	0	0	0	1	0	2	0	1	0	0	0	0	0	7
08:00 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
*** BREAK ***																	
08:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	3
*** BREAK ***																	
Total	0	0	4	0	1	0	1	0	1	0	0	0	0	0	1	0	8
*** BREAK ***																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	3
05:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Grand Total	3	0	6	0	2	0	2	0	4	0	3	0	0	0	1	0	21
Apprch %	33.3	0	66.7	0	50	0	50	0	57.1	0	42.9	0	0	0	100	0	
Total %	14.3	0	28.6	0	9.5	0	9.5	0	19	0	14.3	0	0	0	4.8	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
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File Name : El Capitan-Horse - Peds
Site Code : 00000912
Start Date : 9/12/2018

	El Capitan Southbound					Horse Westbound					El Capitan Northbound					Horse Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
08:00 AM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	3
Total Volume	1	0	4	0	5	1	0	1	0	2	1	0	1	0	2	0	0	1	0	1	10
% App. Total	20	0	80	0		50	0	50	0		50	0	50	0		0	0	100	0		
PHF	.250	.000	.250	.000	.313	.250	.000	.250	.000	.500	.250	.000	.250	.000	.500	.000	.000	.250	.000	.250	.500

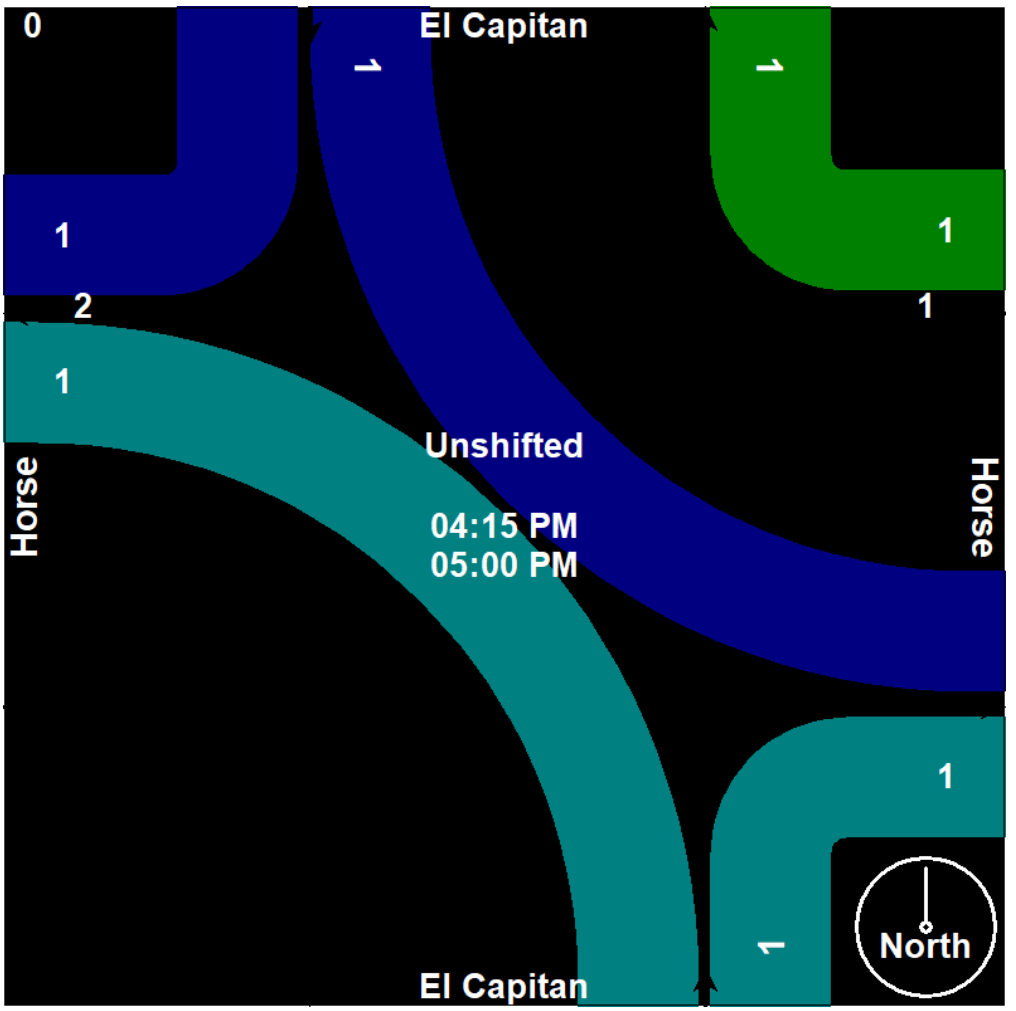


Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : El Capitan-Horse - Peds
Site Code : 00000912
Start Date : 9/12/2018

	El Capitan Southbound					Horse Westbound					El Capitan Northbound					Horse Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
05:00 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	0	1	0	2	1	0	0	0	1	1	0	1	0	2	0	0	0	0	0	5
% App. Total	50	0	50	0		100	0	0	0		50	0	50	0		0	0	0	0		
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000	.250	.250	.000	.250	.000	.500	.000	.000	.000	.000	.000	.625



Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : El Capitan-Grand Teton
Site Code : 00000919
Start Date : 9/19/2018
Page No : 1

Groups Printed- Unshifted

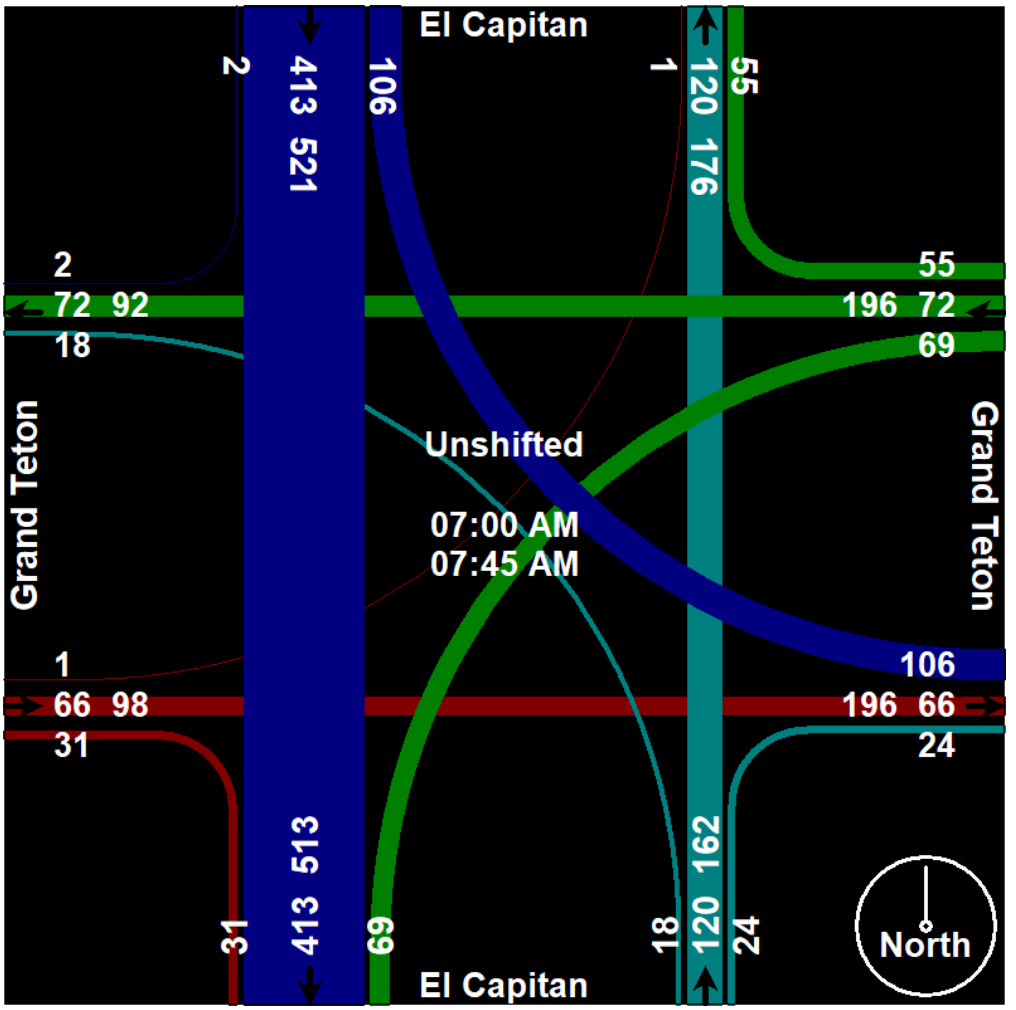
	El Capitan Southbound				Grand Teton Westbound				El Capitan Northbound				Grand Teton Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	1	119	16	0	6	13	14	0	4	25	4	0	7	14	0	0	223
07:15 AM	1	117	47	0	9	19	17	0	7	34	5	0	12	23	1	0	292
07:30 AM	0	83	32	0	18	20	26	0	8	33	6	0	4	25	0	0	255
07:45 AM	0	94	11	0	22	20	12	0	5	28	3	0	8	4	0	0	207
Total	2	413	106	0	55	72	69	0	24	120	18	0	31	66	1	0	977
08:00 AM	0	101	9	0	10	6	10	0	2	43	1	0	5	13	0	0	200
08:15 AM	1	82	14	0	11	6	15	0	4	37	2	0	12	12	1	0	197
08:30 AM	1	89	17	0	19	14	14	0	5	52	9	0	4	7	0	0	231
08:45 AM	2	87	17	0	20	12	7	0	4	67	12	0	20	9	0	0	257
Total	4	359	57	0	60	38	46	0	15	199	24	0	41	41	1	0	885
*** BREAK ***																	
04:00 PM	1	52	16	0	22	9	10	0	14	80	4	0	14	14	1	0	237
04:15 PM	1	51	14	0	18	7	9	0	15	102	5	0	16	14	0	0	252
04:30 PM	5	93	10	0	18	13	6	0	10	103	6	0	17	15	1	0	297
04:45 PM	0	74	25	0	18	20	11	0	19	93	4	0	17	17	1	0	299
Total	7	270	65	0	76	49	36	0	58	378	19	0	64	60	3	0	1085
05:00 PM	0	88	12	0	22	16	8	0	16	106	6	0	19	17	0	0	310
05:15 PM	4	80	12	0	15	5	6	0	8	75	5	0	11	10	3	0	234
05:30 PM	0	83	22	0	21	12	4	0	6	102	10	0	16	7	0	0	283
05:45 PM	0	75	9	0	20	8	4	0	14	103	2	0	10	8	0	0	253
Total	4	326	55	0	78	41	22	0	44	386	23	0	56	42	3	0	1080
Grand Total	17	1368	283	0	269	200	173	0	141	1083	84	0	192	209	8	0	4027
Apprch %	1	82	17	0	41.9	31.2	26.9	0	10.8	82.8	6.4	0	46.9	51.1	2	0	
Total %	0.4	34	7	0	6.7	5	4.3	0	3.5	26.9	2.1	0	4.8	5.2	0.2	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
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702-217-1968
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File Name : El Capitan-Grand Teton
Site Code : 00000919
Start Date : 9/19/2018
Page No : 2

	El Capitan Southbound					Grand Teton Westbound					El Capitan Northbound					Grand Teton Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	119	16	0	136	6	13	14	0	33	4	25	4	0	33	7	14	0	0	21	223
07:15 AM	1	117	47	0	165	9	19	17	0	45	7	34	5	0	46	12	23	1	0	36	292
07:30 AM	0	83	32	0	115	18	20	26	0	64	8	33	6	0	47	4	25	0	0	29	255
07:45 AM	0	94	11	0	105	22	20	12	0	54	5	28	3	0	36	8	4	0	0	12	207
Total Volume	2	413	106	0	521	55	72	69	0	196	24	120	18	0	162	31	66	1	0	98	977
% App. Total	0.4	79.3	20.3	0		28.1	36.7	35.2	0		14.8	74.1	11.1	0		31.6	67.3	1	0		
PHF	.500	.868	.564	.000	.789	.625	.900	.663	.000	.766	.750	.882	.750	.000	.862	.646	.660	.250	.000	.681	.836

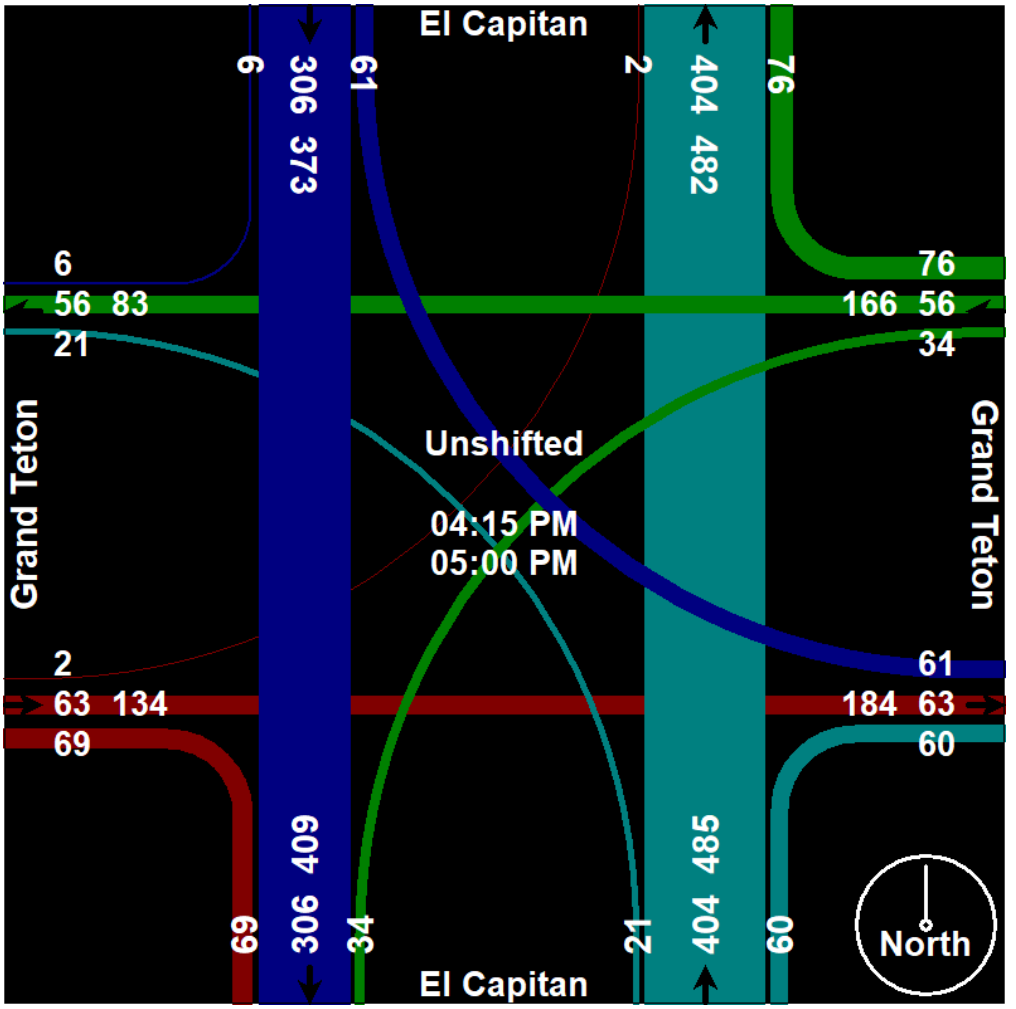


Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
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File Name : El Capitan-Grand Teton
Site Code : 00000919
Start Date : 9/19/2018

	El Capitan Southbound					Grand Teton Westbound					El Capitan Northbound					Grand Teton Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	51	14	0	66	18	7	9	0	34	15	102	5	0	122	16	14	0	0	30	252
04:30 PM	5	93	10	0	108	18	13	6	0	37	10	103	6	0	119	17	15	1	0	33	297
04:45 PM	0	74	25	0	99	18	20	11	0	49	19	93	4	0	116	17	17	1	0	35	299
05:00 PM	0	88	12	0	100	22	16	8	0	46	16	106	6	0	128	19	17	0	0	36	310
Total Volume	6	306	61	0	373	76	56	34	0	166	60	404	21	0	485	69	63	2	0	134	1158
% App. Total	1.6	82	16.4	0		45.8	33.7	20.5	0		12.4	83.3	4.3	0		51.5	47	1.5	0		
PHF	.300	.823	.610	.000	.863	.864	.700	.773	.000	.847	.789	.953	.875	.000	.947	.908	.926	.500	.000	.931	.934



Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : El Capitan and Grand Teton - Bikes
Site Code : 00000919
Start Date : 9/19/2018
Page No : 1

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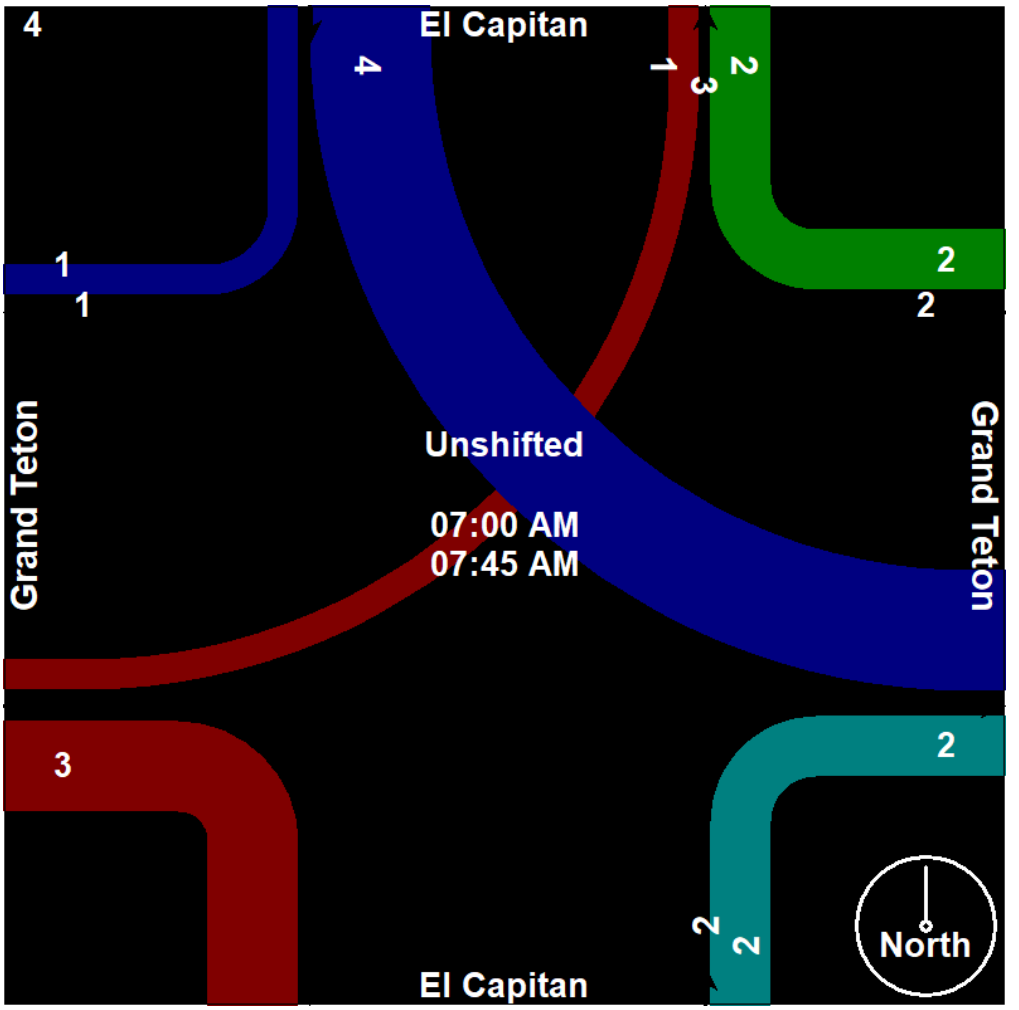
	El Capitan Southbound				Grand Teton Westbound				El Capitan Northbound				Grand Teton Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
07:00 AM	1	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	5
07:15 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
07:30 AM	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	3
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3
Total	1	0	4	0	2	0	0	0	2	0	0	0	3	0	1	0	13
*** BREAK ***																	
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
05:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
Grand Total	4	0	4	0	3	0	0	0	2	0	0	0	4	0	1	0	18
Apprch %	50	0	50	0	100	0	0	0	100	0	0	0	80	0	20	0	
Total %	22.2	0	22.2	0	16.7	0	0	0	11.1	0	0	0	22.2	0	5.6	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : El Capitan and Grand Teton - Bikes
Site Code : 00000919
Start Date : 9/19/2018

	El Capitan Southbound					Grand Teton Westbound					El Capitan Northbound					Grand Teton Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	1	0	1	0	2	5
07:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
07:30 AM	0	0	1	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Total Volume	1	0	4	0	5	2	0	0	0	2	2	0	0	0	2	3	0	1	0	4	13
% App. Total	20	0	80	0		100	0	0	0		100	0	0	0		75	0	25	0		
PHF	.250	.000	1.00	.000	.625	.500	.000	.000	.000	.500	.500	.000	.000	.000	.500	.375	.000	.250	.000	.500	.650

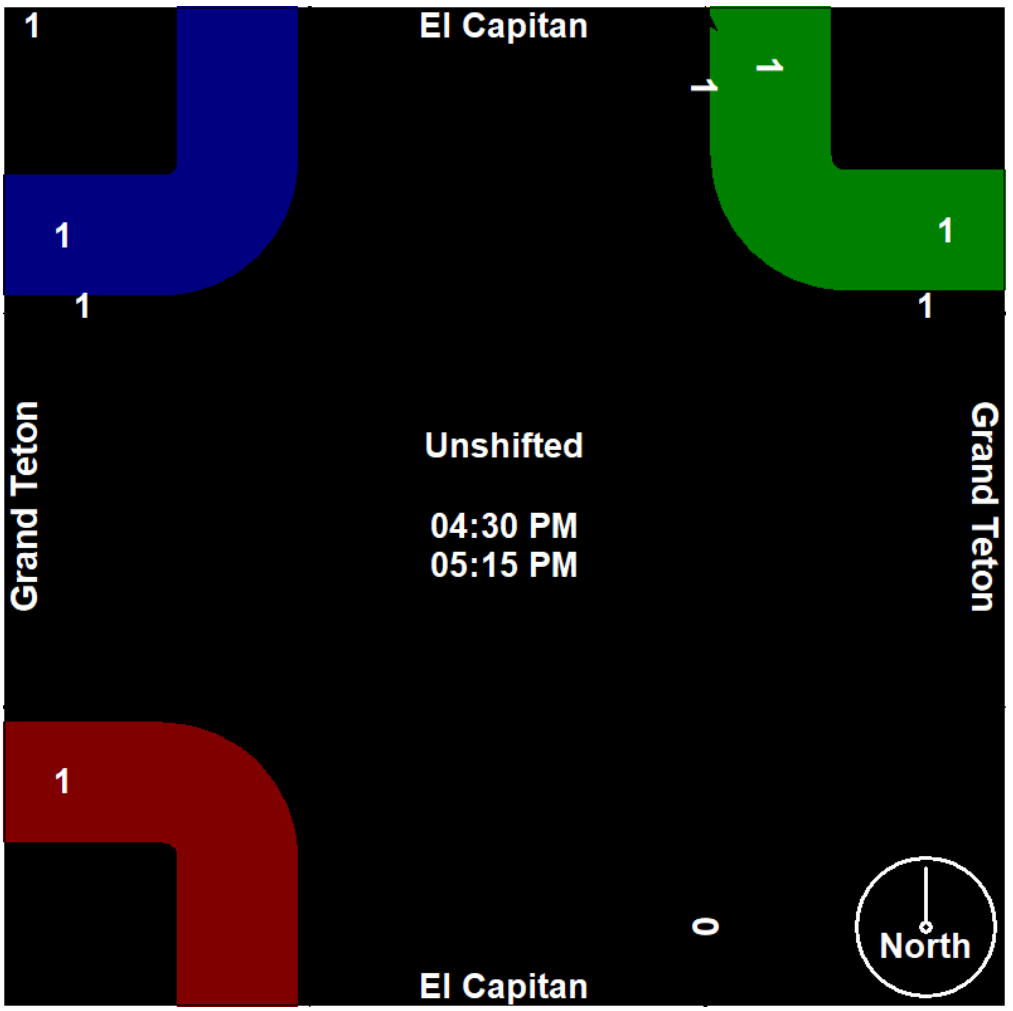


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File Name : El Capitan and Grand Teton - Bikes
Site Code : 00000919
Start Date : 9/19/2018
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	El Capitan Southbound					Grand Teton Westbound					El Capitan Northbound					Grand Teton Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	3
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.750



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File Name : El Capitan and Grand Teton - Peds
Site Code : 00000919
Start Date : 9/19/2018
Page No : 1

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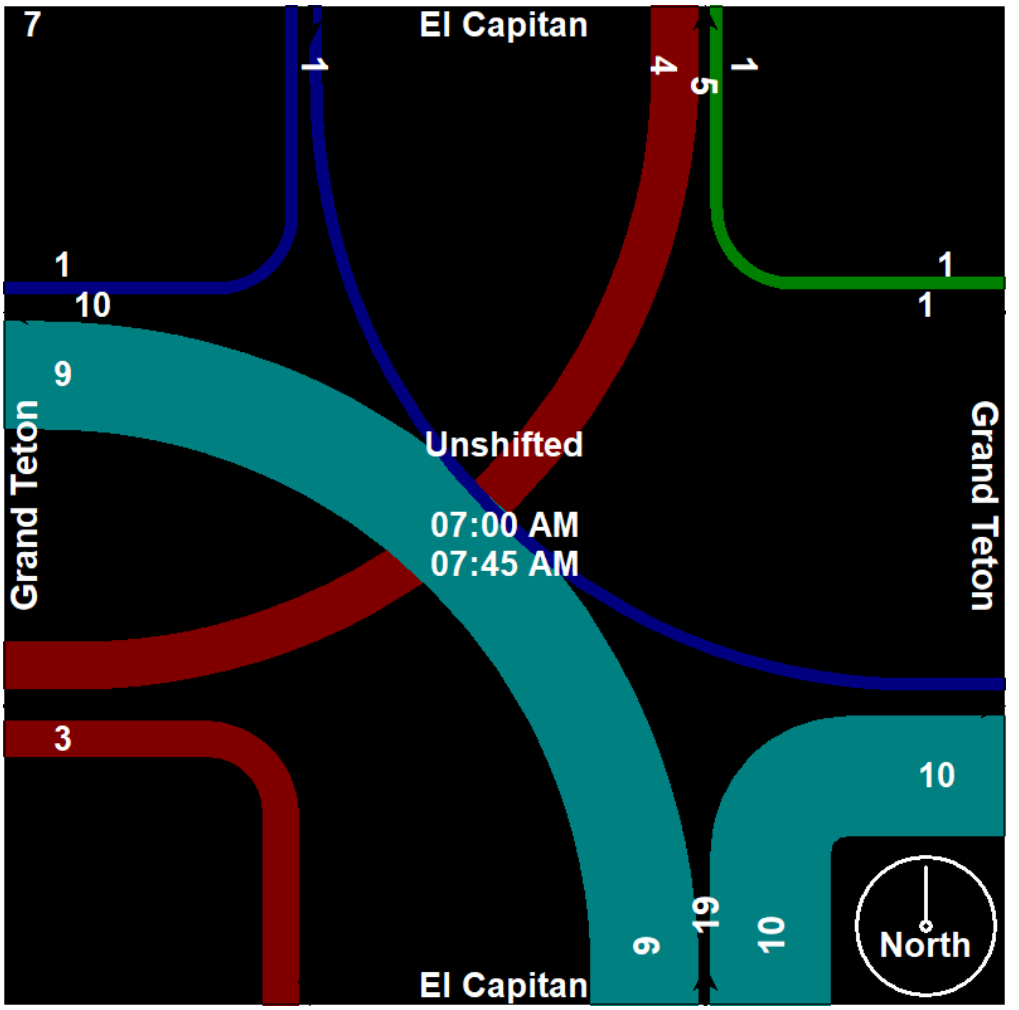
	El Capitan Southbound				Grand Teton Westbound				El Capitan Northbound				Grand Teton Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	8	0	3	0	2	0	1	0	15
07:15 AM	1	0	0	0	0	0	0	0	1	0	5	0	1	0	3	0	11
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	1	0	1	0	1	0	0	0	10	0	9	0	3	0	4	0	29
08:00 AM	0	0	0	0	2	0	0	0	2	0	2	0	1	0	0	0	7
08:15 AM	1	0	0	0	1	0	0	0	1	0	8	0	0	0	0	0	11
*** BREAK ***																	
08:45 AM	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3
Total	2	0	0	0	3	0	1	0	3	0	10	0	2	0	0	0	21
*** BREAK ***																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																	
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Total	0	0	0	0	0	0	0	0	1	0	3	0	0	0	1	0	5
Grand Total	3	0	1	0	4	0	1	0	14	0	24	0	5	0	5	0	57
Apprch %	75	0	25	0	80	0	20	0	36.8	0	63.2	0	50	0	50	0	
Total %	5.3	0	1.8	0	7	0	1.8	0	24.6	0	42.1	0	8.8	0	8.8	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : El Capitan and Grand Teton - Peds
Site Code : 00000919
Start Date : 9/19/2018

	El Capitan Southbound					Grand Teton Westbound					El Capitan Northbound					Grand Teton Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	1	0	1	0	0	0	0	0	8	0	3	0	11	2	0	1	0	3	15
07:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	5	0	6	1	0	3	0	4	11
07:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	1	0	1	0	2	1	0	0	0	1	10	0	9	0	19	3	0	4	0	7	29
% App. Total	50	0	50	0		100	0	0	0		52.6	0	47.4	0		42.9	0	57.1	0		
PHF	.250	.000	.250	.000	.500	.250	.000	.000	.000	.250	.313	.000	.450	.000	.432	.375	.000	.333	.000	.438	.483

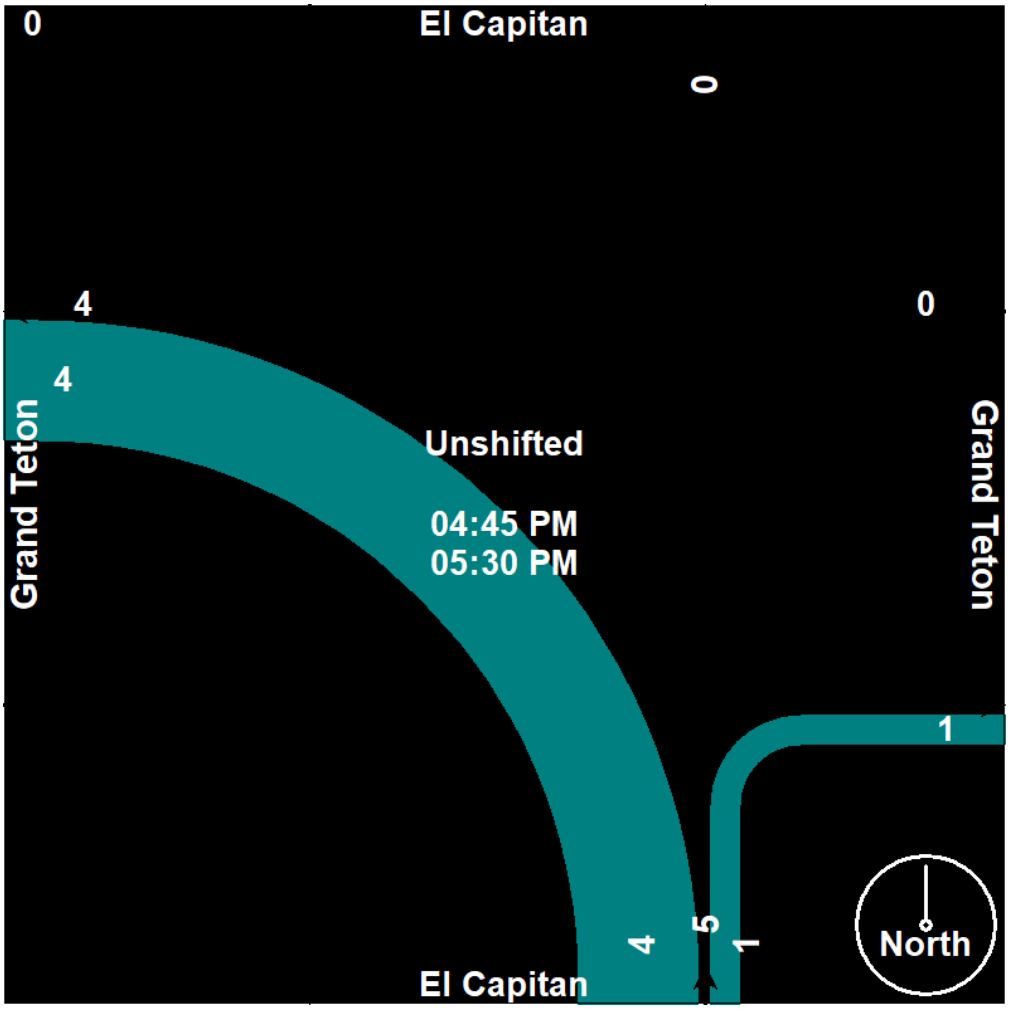


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1819 Quarley Place
Henderson, Nevada 89014
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File Name : El Capitan and Grand Teton - Peds
Site Code : 00000919
Start Date : 9/19/2018

	El Capitan Southbound					Grand Teton Westbound					El Capitan Northbound					Grand Teton Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	4	0	5	0	0	0	0	0	5
% App. Total	0	0	0	0		0	0	0	0		20	0	80	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.500	.000	.625	.000	.000	.000	.000	.000	.625



Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : El Capitan-Durango
Site Code : 00000777
Start Date : 9/18/2018
Page No : 1

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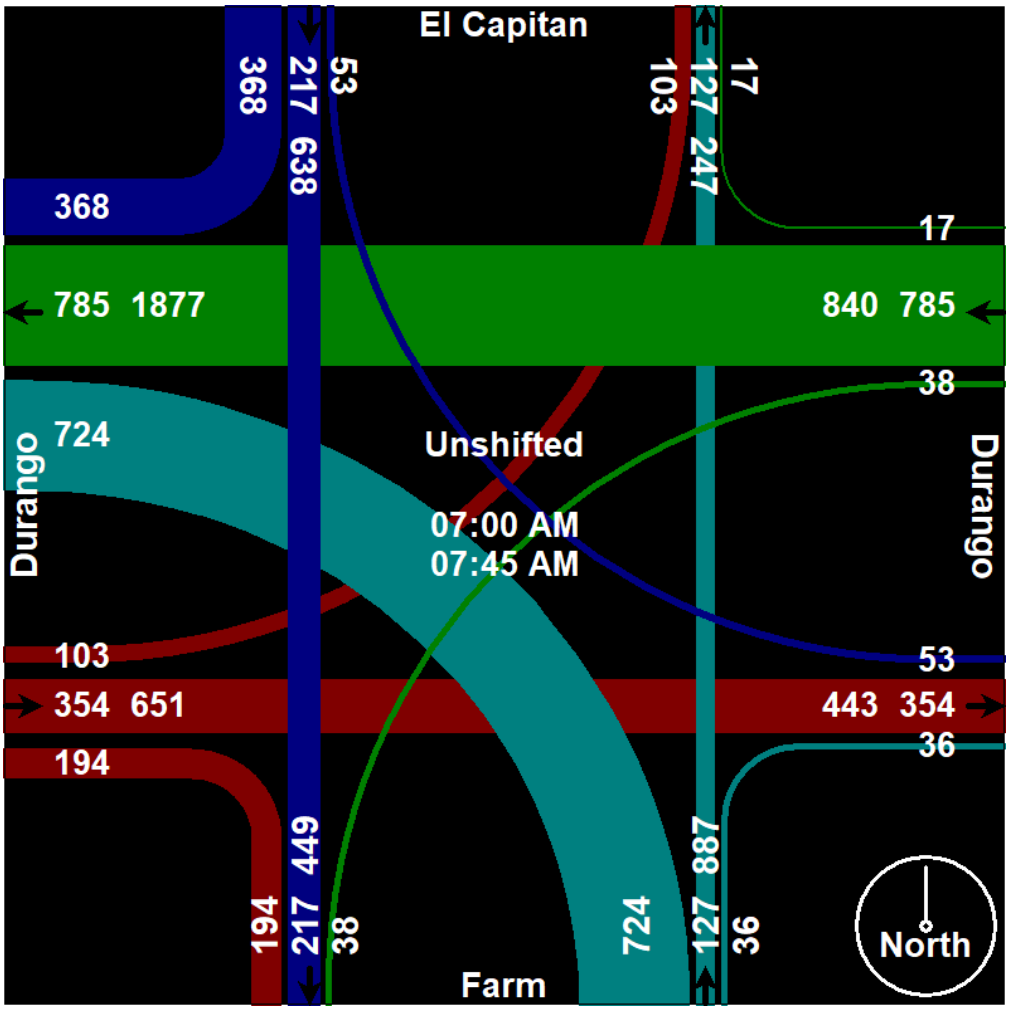
	El Capitan Southbound				Durango Westbound				Farm Northbound				Durango Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	80	52	8	0	2	209	4	0	5	18	193	0	45	72	20	0	708
07:15 AM	99	64	14	0	7	172	11	0	11	32	191	0	59	91	28	0	779
07:30 AM	89	54	20	0	0	193	16	0	13	50	206	0	54	98	15	0	808
07:45 AM	100	47	11	0	8	211	7	0	7	27	134	0	36	93	40	0	721
Total	368	217	53	0	17	785	38	0	36	127	724	0	194	354	103	0	3016
08:00 AM	78	43	6	0	3	165	9	0	5	22	140	0	33	82	31	0	617
08:15 AM	68	52	14	0	5	183	17	0	4	24	129	0	36	116	52	0	700
08:30 AM	94	39	15	0	7	172	24	0	18	48	149	0	41	96	43	0	746
08:45 AM	75	50	12	0	9	180	15	0	17	49	119	0	44	108	35	0	713
Total	315	184	47	0	24	700	65	0	44	143	537	0	154	402	161	0	2776
*** BREAK ***																	
04:00 PM	54	51	21	0	12	132	25	0	18	49	103	0	61	195	114	0	835
04:15 PM	55	42	13	0	4	145	18	0	14	57	130	0	55	176	88	0	797
04:30 PM	50	55	18	0	3	125	24	0	18	53	114	0	62	249	102	0	873
04:45 PM	55	61	31	0	8	115	22	0	11	56	133	0	76	183	112	0	863
Total	214	209	83	0	27	517	89	0	61	215	480	0	254	803	416	0	3368
05:00 PM	54	50	24	0	9	140	16	0	15	57	110	0	84	253	104	0	916
05:15 PM	61	49	22	0	8	132	17	0	17	68	145	0	69	210	92	0	890
05:30 PM	59	45	19	0	10	136	33	0	16	54	133	0	69	228	112	0	914
05:45 PM	66	60	19	0	8	125	25	0	18	60	100	0	63	216	104	0	864
Total	240	204	84	0	35	533	91	0	66	239	488	0	285	907	412	0	3584
Grand Total	1137	814	267	0	103	2535	283	0	207	724	2229	0	887	2466	1092	0	12744
Apprch %	51.3	36.7	12	0	3.5	86.8	9.7	0	6.6	22.9	70.5	0	20	55.5	24.6	0	
Total %	8.9	6.4	2.1	0	0.8	19.9	2.2	0	1.6	5.7	17.5	0	7	19.4	8.6	0	

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File Name : El Capitan-Durango
Site Code : 00000777
Start Date : 9/18/2018

	El Capitan Southbound					Durango Westbound					Farm Northbound					Durango Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	80	52	8	0	140	2	209	4	0	215	5	18	193	0	216	45	72	20	0	137	708
07:15 AM	99	64	14	0	177	7	172	11	0	190	11	32	191	0	234	59	91	28	0	178	779
07:30 AM	89	54	20	0	163	0	193	16	0	209	13	50	206	0	269	54	98	15	0	167	808
07:45 AM	100	47	11	0	158	8	211	7	0	226	7	27	134	0	168	36	93	40	0	169	721
Total Volume	368	217	53	0	638	17	785	38	0	840	36	127	724	0	887	194	354	103	0	651	3016
% App. Total	57.7	34	8.3	0		2	93.5	4.5	0		4.1	14.3	81.6	0		29.8	54.4	15.8	0		
PHF	.920	.848	.663	.000	.901	.531	.930	.594	.000	.929	.692	.635	.879	.000	.824	.822	.903	.644	.000	.914	.933

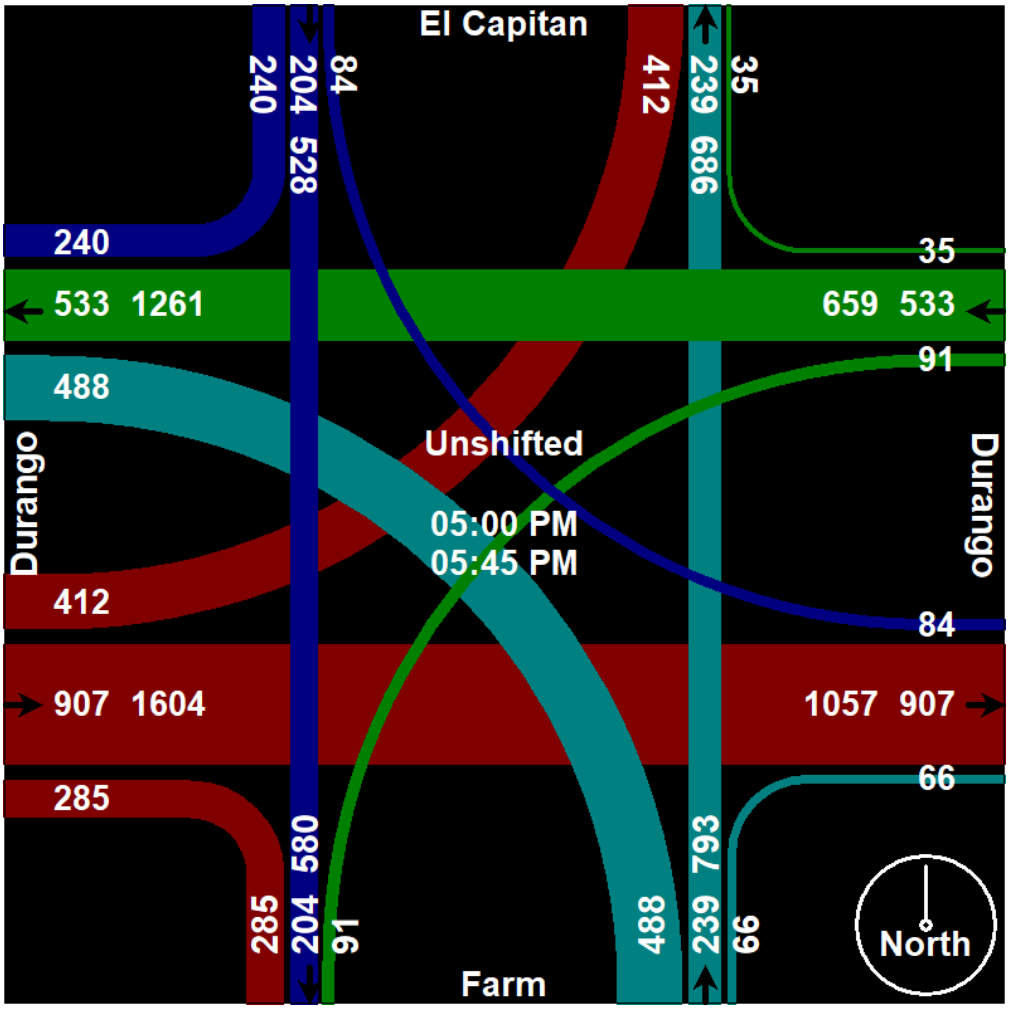


Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : El Capitan-Durango
Site Code : 00000777
Start Date : 9/18/2018
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	El Capitan Southbound					Durango Westbound					Farm Northbound					Durango Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	54	50	24	0	128	9	140	16	0	165	15	57	110	0	182	84	253	104	0	441	916
05:15 PM	61	49	22	0	132	8	132	17	0	157	17	68	145	0	230	69	210	92	0	371	890
05:30 PM	59	45	19	0	123	10	136	33	0	179	16	54	133	0	203	69	228	112	0	409	914
05:45 PM	66	60	19	0	145	8	125	25	0	158	18	60	100	0	178	63	216	104	0	383	864
Total Volume	240	204	84	0	528	35	533	91	0	659	66	239	488	0	793	285	907	412	0	1604	3584
% App. Total	45.5	38.6	15.9	0		5.3	80.9	13.8	0		8.3	30.1	61.5	0		17.8	56.5	25.7	0		
PHF	.909	.850	.875	.000	.910	.875	.952	.689	.000	.920	.917	.879	.841	.000	.862	.848	.896	.920	.000	.909	.978



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File Name : El Capitan and Durango - Bikes
Site Code : 00000777
Start Date : 9/18/2018
Page No : 1

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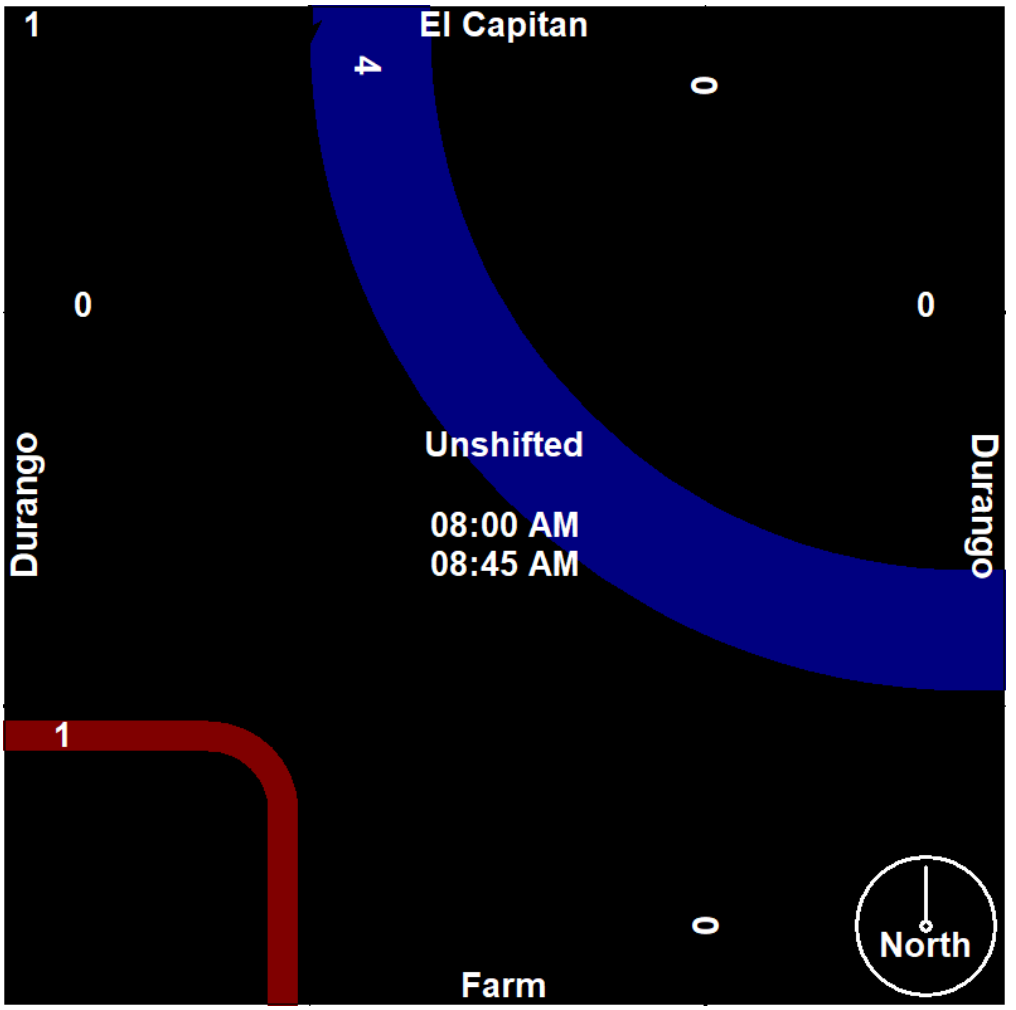
	El Capitan Southbound				Durango Westbound				Farm Northbound				Durango Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	5
*** BREAK ***																	
04:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	2	0	1	0	0	0	1	0	4
*** BREAK ***																	
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	5	0	0	0	0	0	3	0	1	0	1	0	1	0	11
Apprch %	0	0	100	0	0	0	0	0	75	0	25	0	50	0	50	0	
Total %	0	0	45.5	0	0	0	0	0	27.3	0	9.1	0	9.1	0	9.1	0	

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1819 Quarley Place
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File Name : El Capitan and Durango - Bikes
Site Code : 00000777
Start Date : 9/18/2018

	El Capitan Southbound					Durango Westbound					Farm Northbound					Durango Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.417

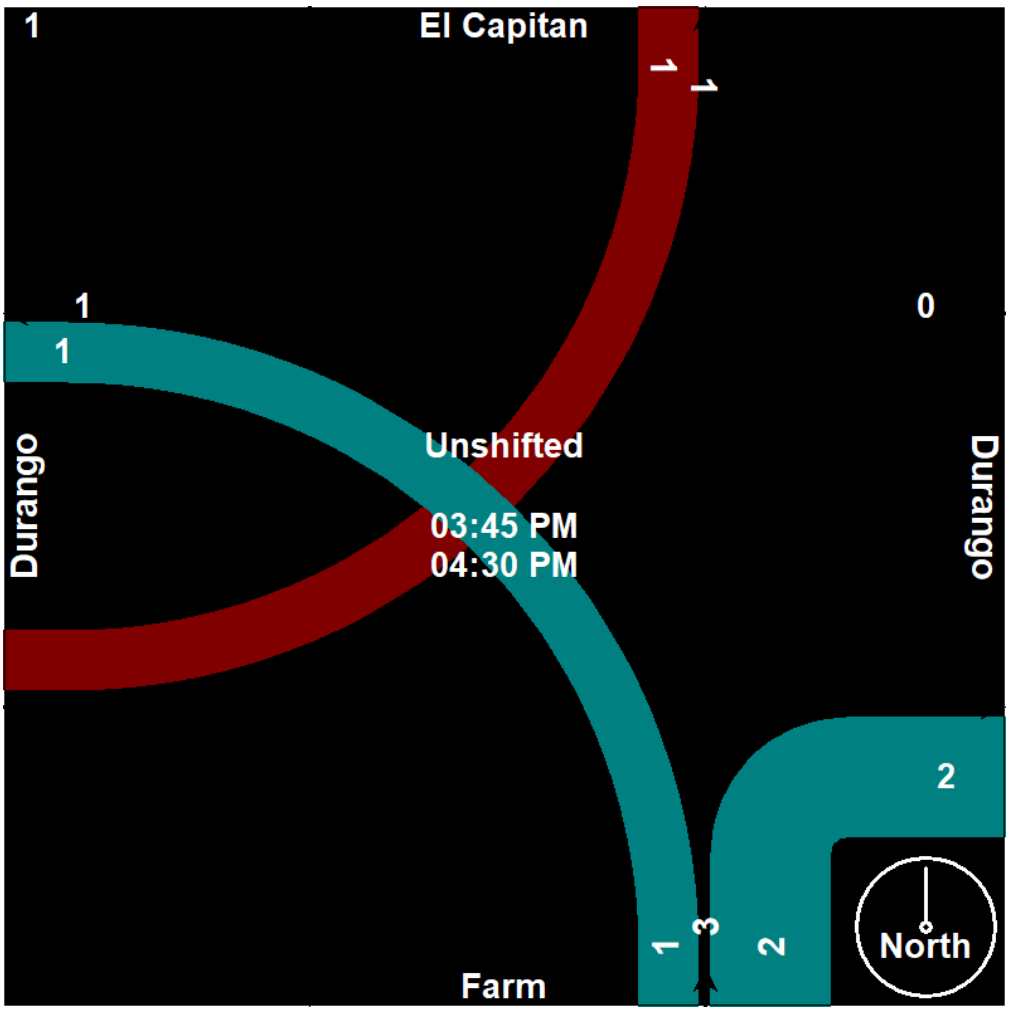


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File Name : El Capitan and Durango - Bikes
Site Code : 00000777
Start Date : 9/18/2018

	El Capitan Southbound					Durango Westbound					Farm Northbound					Durango Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	1	0	1	4
% App. Total	0	0	0	0		0	0	0	0		66.7	0	33.3	0		0	0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.375	.000	.000	.250	.000	.250	.333



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File Name : El Capitan and Durango - Peds
Site Code : 00000777
Start Date : 9/18/2018
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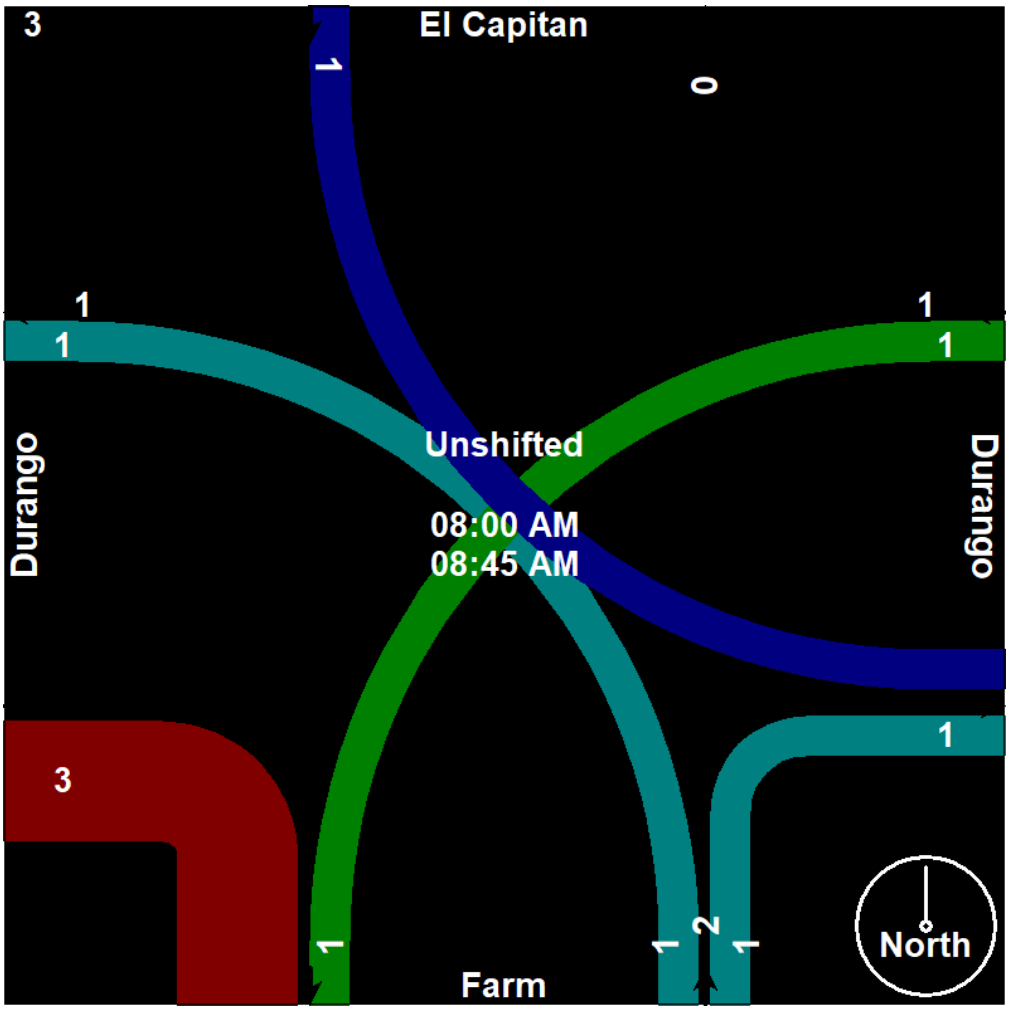
	El Capitan Southbound				Durango Westbound				Farm Northbound				Durango Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
*** BREAK ***																	
Total	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	4
*** BREAK ***																	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
08:30 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	3
Total	0	0	1	0	0	0	1	0	1	0	1	0	3	0	0	0	7
*** BREAK ***																	
04:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	1	0	1	0	2	0	1	0	1	0	7
05:00 PM	0	0	3	0	0	0	1	0	1	0	0	0	1	0	0	0	6
05:15 PM	0	0	4	0	0	0	0	0	0	0	1	0	2	0	3	0	10
*** BREAK ***																	
Total	0	0	7	0	0	0	1	0	1	0	1	0	3	0	3	0	16
Grand Total	0	0	10	0	0	0	3	0	3	0	4	0	10	0	4	0	34
Apprch %	0	0	100	0	0	0	100	0	42.9	0	57.1	0	71.4	0	28.6	0	
Total %	0	0	29.4	0	0	0	8.8	0	8.8	0	11.8	0	29.4	0	11.8	0	

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File Name : El Capitan and Durango - Peds
Site Code : 00000777
Start Date : 9/18/2018

	El Capitan Southbound					Durango Westbound					Farm Northbound					Durango Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
08:30 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	3
Total Volume	0	0	1	0	1	0	0	1	0	1	1	0	1	0	2	3	0	0	0	3	7
% App. Total	0	0	100	0		0	0	100	0		50	0	50	0		100	0	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.250	.000	.250	.250	.000	.250	.000	.500	.375	.000	.000	.000	.375	.583

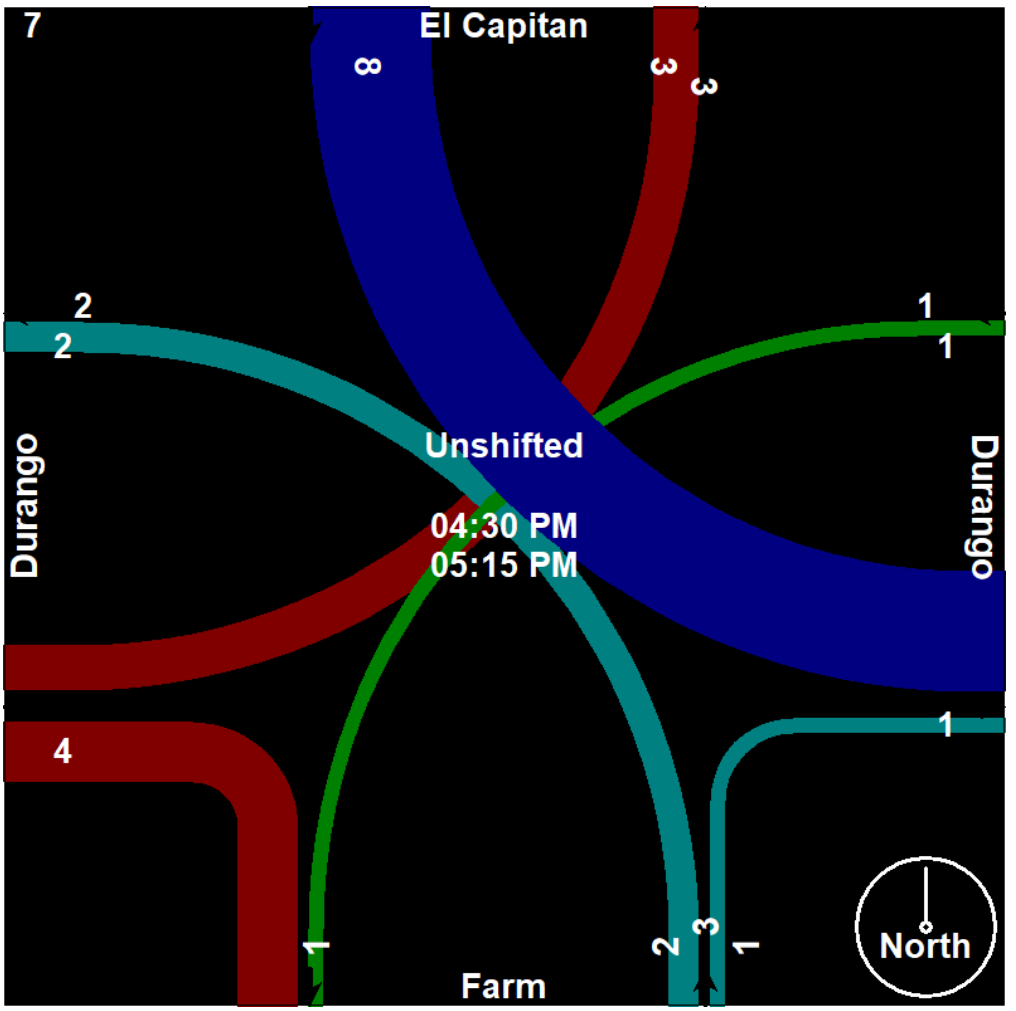


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File Name : El Capitan and Durango - Peds
Site Code : 00000777
Start Date : 9/18/2018
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	El Capitan Southbound					Durango Westbound					Farm Northbound					Durango Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	3	0	3	0	0	1	0	1	1	0	0	0	1	1	0	0	0	1	6
05:15 PM	0	0	4	0	4	0	0	0	0	0	0	0	1	0	1	2	0	3	0	5	10
Total Volume	0	0	8	0	8	0	0	1	0	1	1	0	2	0	3	4	0	3	0	7	19
% App. Total	0	0	100	0		0	0	100	0		33.3	0	66.7	0		57.1	0	42.9	0		
PHF	.000	.000	.500	.000	.500	.000	.000	.250	.000	.250	.250	.000	.500	.000	.750	.500	.000	.250	.000	.350	.475



Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : Durango-NB Ramps US 95
Site Code : 00000918
Start Date : 9/18/2018
Page No : 1

Groups Printed- Unshifted

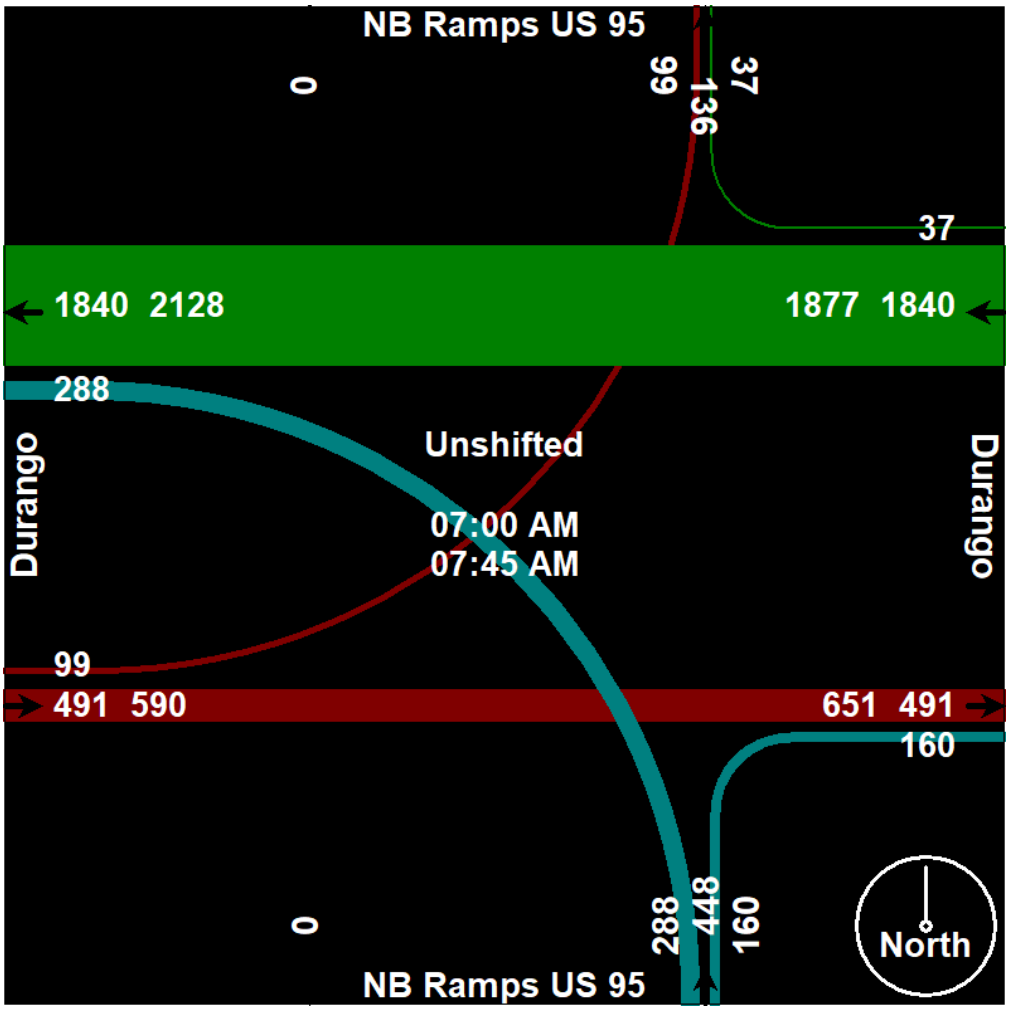
	NB Ramps US 95 Southbound				Durango Westbound				NB Ramps US 95 Northbound				Durango Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	0	0	0	6	476	0	0	33	0	63	0	0	104	13	0	695
07:15 AM	0	0	0	0	13	449	0	0	44	0	56	0	0	134	27	0	723
07:30 AM	0	0	0	0	11	477	0	0	37	0	67	0	0	130	39	0	761
07:45 AM	0	0	0	0	7	438	0	0	46	0	102	0	0	123	20	0	736
Total	0	0	0	0	37	1840	0	0	160	0	288	0	0	491	99	0	2915
08:00 AM	0	0	0	0	6	377	0	0	31	0	86	0	0	115	16	0	631
08:15 AM	0	0	0	0	9	371	0	0	53	0	62	0	0	151	24	0	670
08:30 AM	0	0	0	0	3	412	0	0	38	0	92	0	0	142	31	0	718
08:45 AM	0	0	0	0	4	370	0	0	50	0	85	0	0	137	22	0	668
Total	0	0	0	0	22	1530	0	0	172	0	325	0	0	545	93	0	2687
*** BREAK ***																	
04:00 PM	0	0	0	0	4	285	0	0	150	0	138	0	0	220	27	0	824
04:15 PM	0	0	0	0	1	329	0	0	134	0	147	0	0	185	21	0	817
04:30 PM	0	0	0	0	8	281	0	0	152	0	150	0	0	261	28	0	880
04:45 PM	0	0	0	0	3	300	0	0	162	0	169	0	0	209	38	0	881
Total	0	0	0	0	16	1195	0	0	598	0	604	0	0	875	114	0	3402
05:00 PM	0	0	0	0	0	304	0	0	134	0	156	0	0	307	24	0	925
05:15 PM	0	0	0	0	2	336	0	0	193	0	198	0	0	178	30	0	937
05:30 PM	0	0	0	0	5	323	0	0	97	0	165	0	0	312	25	0	927
05:45 PM	0	0	0	0	6	285	0	0	145	0	162	0	0	238	29	0	865
Total	0	0	0	0	13	1248	0	0	569	0	681	0	0	1035	108	0	3654
Grand Total	0	0	0	0	88	5813	0	0	1499	0	1898	0	0	2946	414	0	12658
Apprch %	0	0	0	0	1.5	98.5	0	0	44.1	0	55.9	0	0	87.7	12.3	0	
Total %	0	0	0	0	0.7	45.9	0	0	11.8	0	15	0	0	23.3	3.3	0	

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File Name : Durango-NB Ramps US 95
Site Code : 00000918
Start Date : 9/18/2018

	NB Ramps US 95 Southbound					Durango Westbound					NB Ramps US 95 Northbound					Durango Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	6	476	0	0	482	33	0	63	0	96	0	104	13	0	117	695
07:15 AM	0	0	0	0	0	13	449	0	0	462	44	0	56	0	100	0	134	27	0	161	723
07:30 AM	0	0	0	0	0	11	477	0	0	488	37	0	67	0	104	0	130	39	0	169	761
07:45 AM	0	0	0	0	0	7	438	0	0	445	46	0	102	0	148	0	123	20	0	143	736
Total Volume	0	0	0	0	0	37	1840	0	0	1877	160	0	288	0	448	0	491	99	0	590	2915
% App. Total	0	0	0	0		2	98	0	0		35.7	0	64.3	0		0	83.2	16.8	0		
PHF	.000	.000	.000	.000	.000	.712	.964	.000	.000	.962	.870	.000	.706	.000	.757	.000	.916	.635	.000	.873	.958

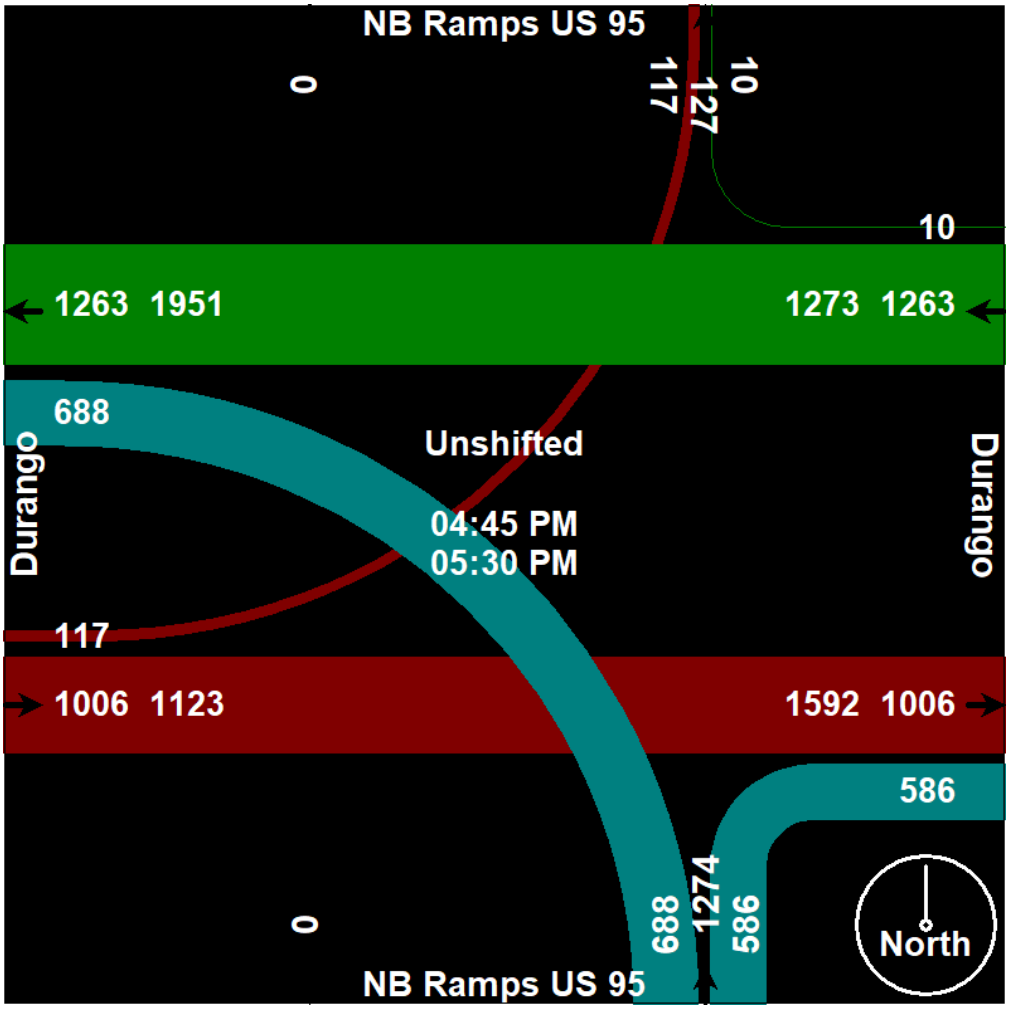


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File Name : Durango-NB Ramps US 95
Site Code : 00000918
Start Date : 9/18/2018
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	NB Ramps US 95 Southbound					Durango Westbound					NB Ramps US 95 Northbound					Durango Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	3	300	0	0	303	162	0	169	0	331	0	209	38	0	247	881
05:00 PM	0	0	0	0	0	0	304	0	0	304	134	0	156	0	290	0	307	24	0	331	925
05:15 PM	0	0	0	0	0	2	336	0	0	338	193	0	198	0	391	0	178	30	0	208	937
05:30 PM	0	0	0	0	0	5	323	0	0	328	97	0	165	0	262	0	312	25	0	337	927
Total Volume	0	0	0	0	0	10	1263	0	0	1273	586	0	688	0	1274	0	1006	117	0	1123	3670
% App. Total	0	0	0	0		0.8	99.2	0	0		46	0	54	0		0	89.6	10.4	0		
PHF	.000	.000	.000	.000	.000	.500	.940	.000	.000	.942	.759	.000	.869	.000	.815	.000	.806	.770	.000	.833	.979



Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
702-217-1968
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File Name : Durango-Ramps US 95 - Bikes
Site Code : 00000918
Start Date : 9/18/2018
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Groups Printed- Unshifted

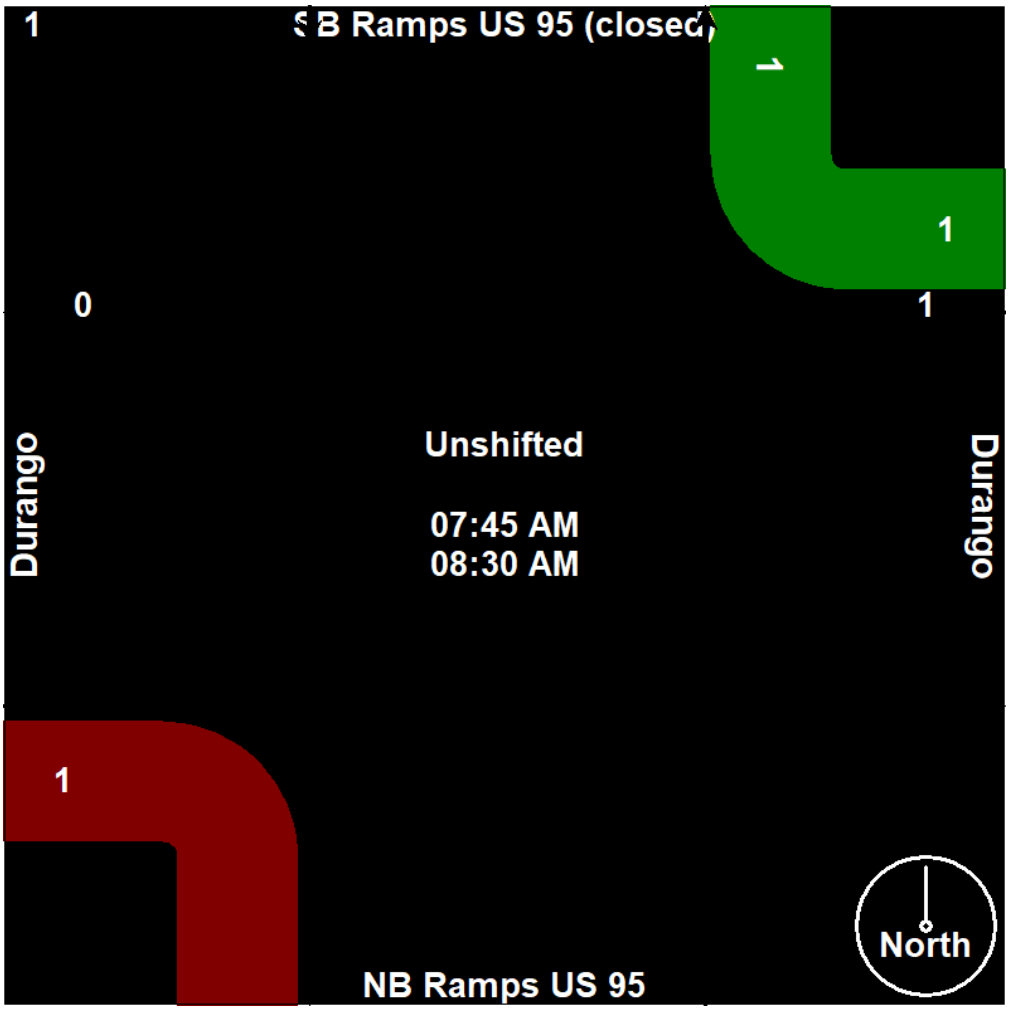
	SB Ramps US 95 (closed) Southbound				Durango Westbound				NB Ramps US 95 Northbound				Durango Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***																	
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
*** BREAK ***																	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Total	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3
Apprch %	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	
Total %	0	0	0	0	33.3	0	0	0	0	0	0	0	66.7	0	0	0	

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File Name : Durango-Ramps US 95 - Bikes
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Start Date : 9/18/2018

	SB Ramps US 95 (closed) Southbound					Durango Westbound					NB Ramps US 95 Northbound					Durango Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.500

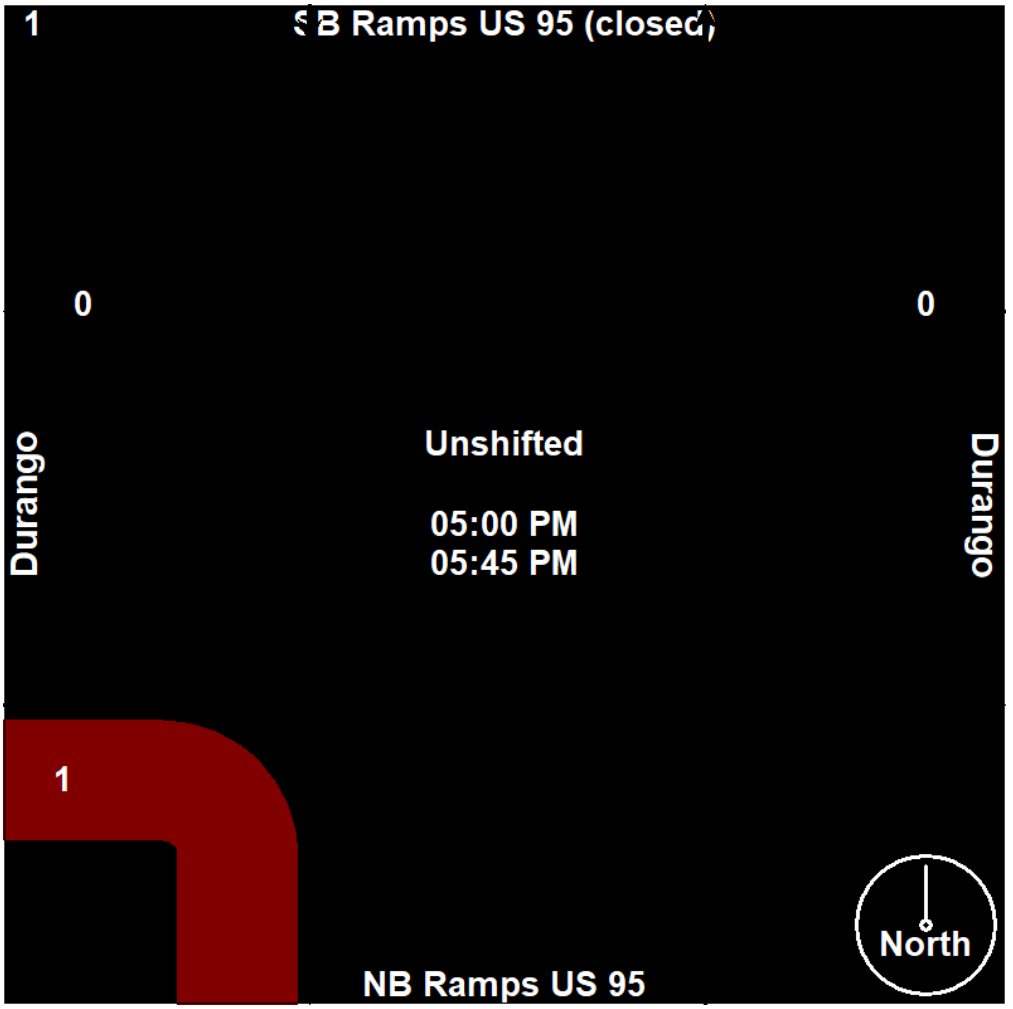


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File Name : Durango-Ramps US 95 - Bikes
Site Code : 00000918
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	SB Ramps US 95 (closed) Southbound					Durango Westbound					NB Ramps US 95 Northbound					Durango Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250



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1819 Quarley Place
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File Name : Durango-Ramps US 95 - Peds
Site Code : 00000918
Start Date : 9/18/2018
Page No : 1

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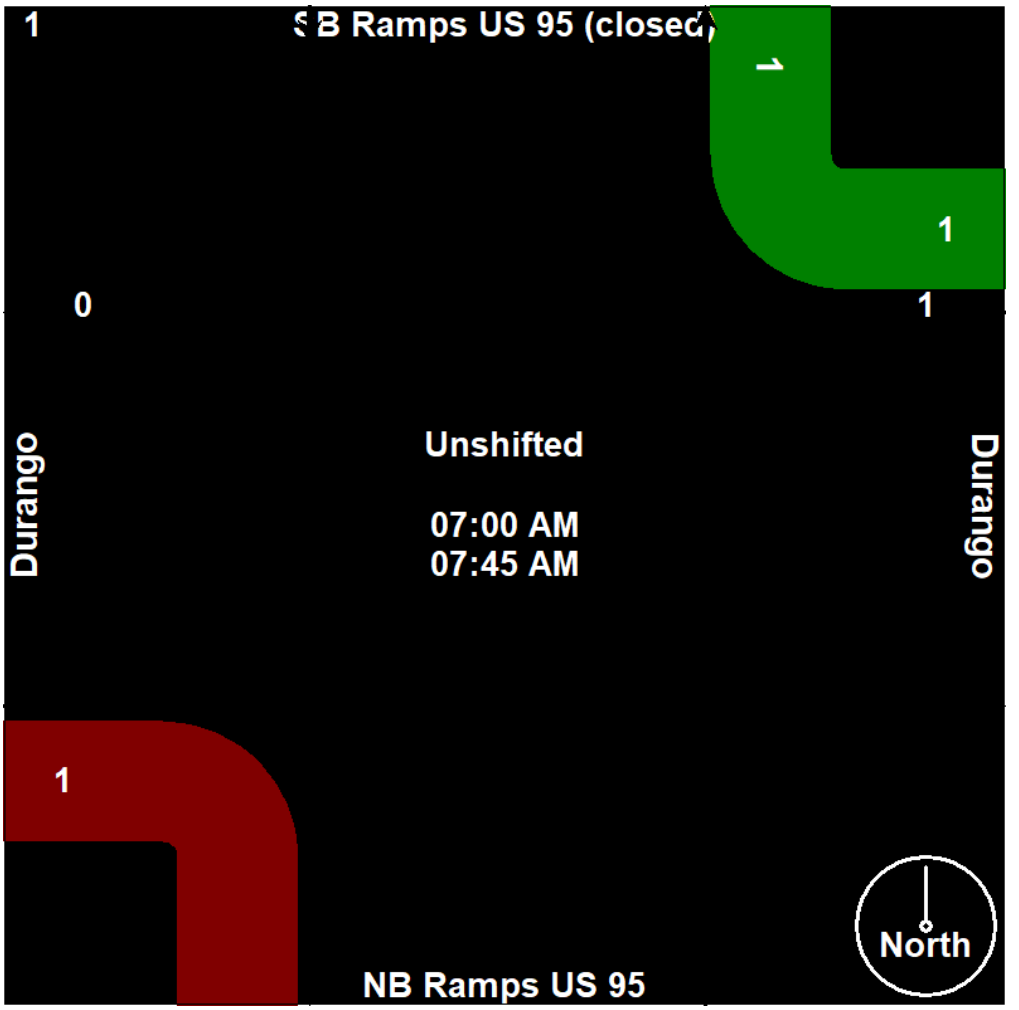
	SB Ramps US 95 (closed) Southbound				Durango Westbound				NB Ramps US 95 Northbound				Durango Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
*** BREAK ***																	
04:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	5
*** BREAK ***																	
Total	0	0	0	0	6	0	0	0	0	0	0	0	3	0	0	0	9
*** BREAK ***																	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3
Grand Total	0	0	0	0	7	0	0	0	0	0	0	0	6	0	1	0	14
Apprch %	0	0	0	0	100	0	0	0	0	0	0	0	85.7	0	14.3	0	
Total %	0	0	0	0	50	0	0	0	0	0	0	0	42.9	0	7.1	0	

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File Name : Durango-Ramps US 95 - Peds
Site Code : 00000918
Start Date : 9/18/2018

	SB Ramps US 95 (closed) Southbound					Durango Westbound					NB Ramps US 95 Northbound					Durango Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.500

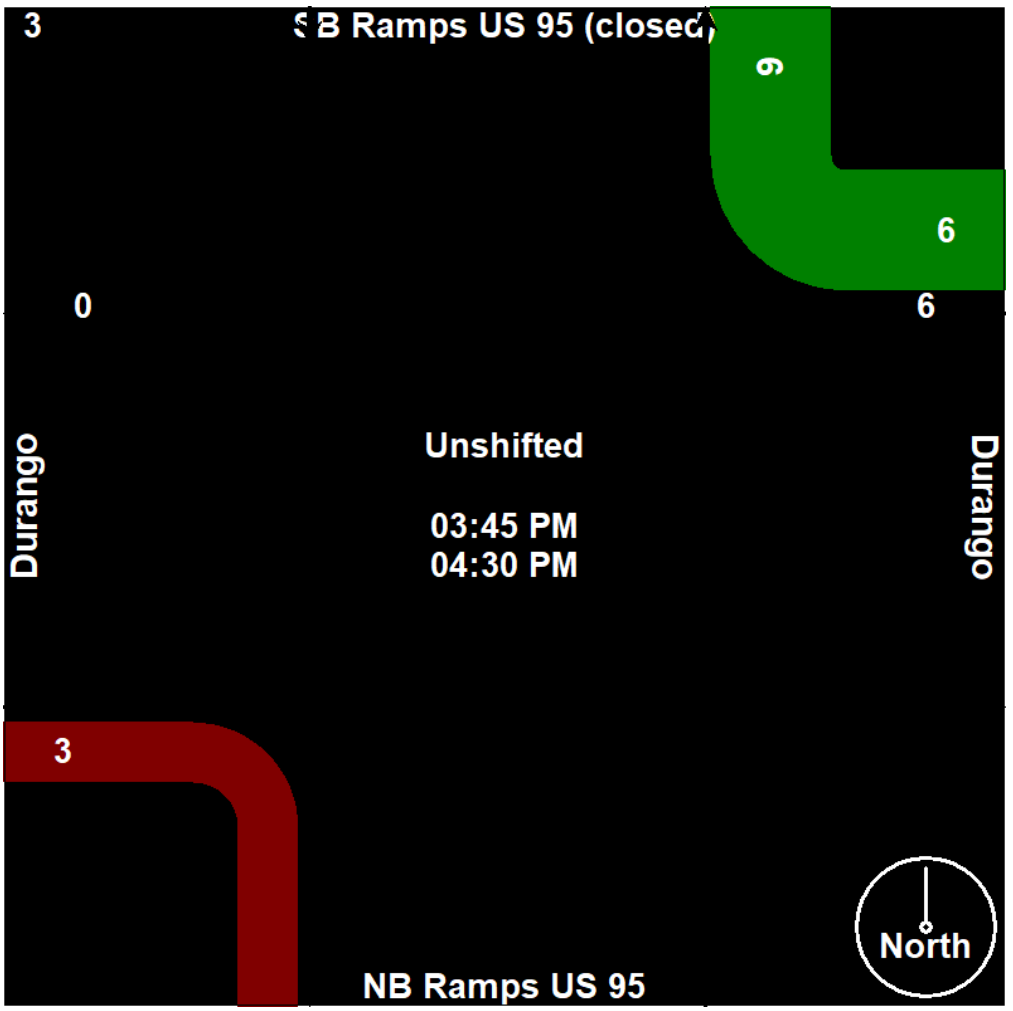


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File Name : Durango-Ramps US 95 - Peds
Site Code : 00000918
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	SB Ramps US 95 (closed) Southbound					Durango Westbound					NB Ramps US 95 Northbound					Durango Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5
Total Volume	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	9
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.450



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File Name : Durango-SB Ramps US 95
Site Code : 00000000
Start Date : 11/27/2018
Page No : 1

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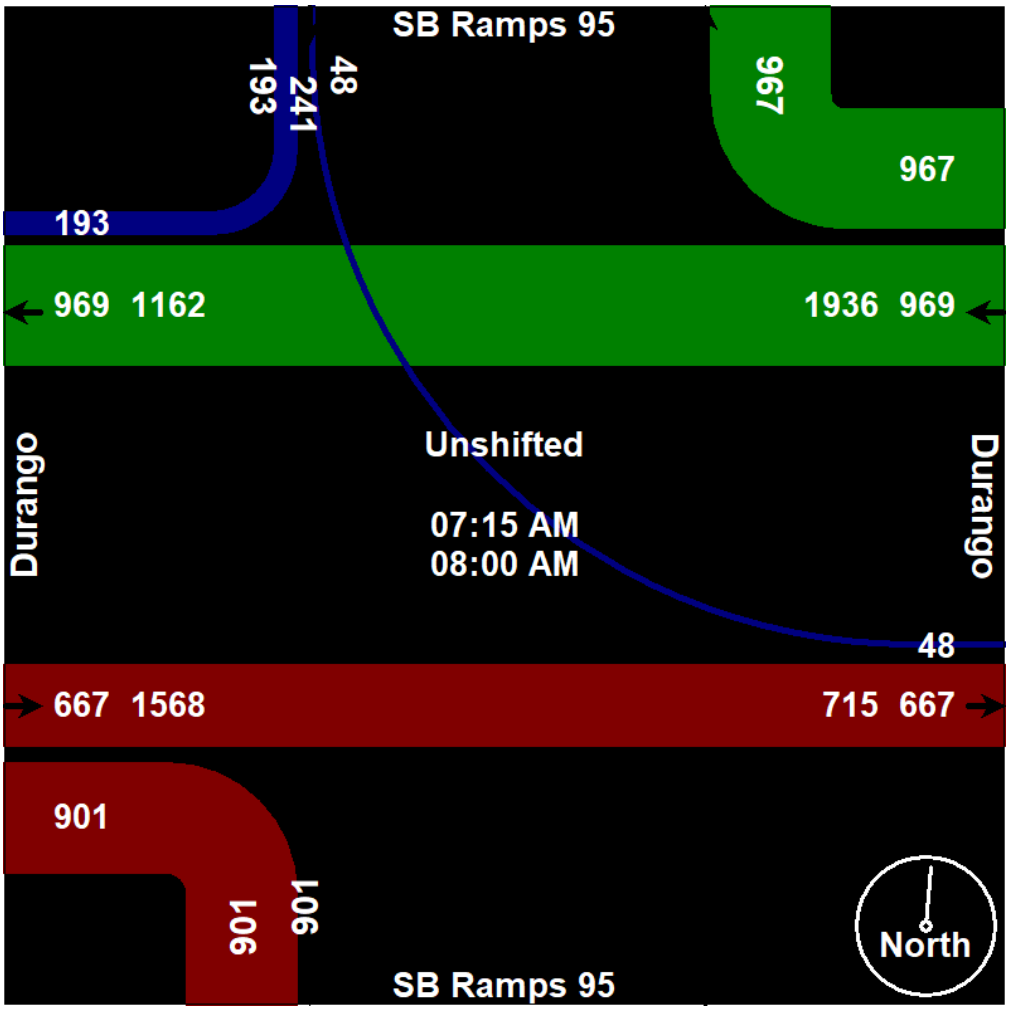
	SB Ramps 95 Southbound				Durango Westbound				SB Ramps 95 Northbound				Durango Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	41	1	9	0	213	203	0	0	0	0	0	0	237	111	0	0	815
07:15 AM	42	0	15	0	286	212	0	0	0	0	0	0	217	147	0	0	919
07:30 AM	50	0	11	0	262	279	0	0	0	0	0	0	264	180	0	0	1046
07:45 AM	57	0	7	0	235	274	0	0	0	0	0	0	220	160	0	0	953
Total	190	1	42	0	996	968	0	0	0	0	0	0	938	598	0	0	3733
08:00 AM	44	0	15	0	184	204	0	0	0	0	0	0	200	180	0	0	827
08:15 AM	53	2	11	0	254	272	0	0	0	0	0	0	156	134	0	0	882
08:30 AM	64	1	17	0	160	234	0	0	0	0	0	0	166	147	0	0	789
08:45 AM	52	9	5	0	133	230	0	0	0	0	0	0	127	109	0	0	665
Total	213	12	48	0	731	940	0	0	0	0	0	0	649	570	0	0	3163
*** BREAK ***																	
04:00 PM	87	2	21	0	99	331	0	0	0	0	0	0	111	282	0	0	933
04:15 PM	111	2	31	0	121	357	0	0	0	0	0	0	126	280	0	0	1028
04:30 PM	97	1	34	0	106	362	0	0	0	0	0	0	111	292	0	0	1003
04:45 PM	106	2	26	0	104	373	0	0	0	0	0	0	96	311	0	0	1018
Total	401	7	112	0	430	1423	0	0	0	0	0	0	444	1165	0	0	3982
05:00 PM	100	0	21	0	124	386	0	0	0	0	0	0	139	255	0	0	1025
05:15 PM	101	0	14	0	144	382	0	0	0	0	0	0	128	284	0	0	1053
05:30 PM	82	0	15	0	113	366	0	0	0	0	0	0	126	214	0	0	916
05:45 PM	78	0	22	0	54	335	0	0	0	0	0	0	99	228	0	0	816
Total	361	0	72	0	435	1469	0	0	0	0	0	0	492	981	0	0	3810
Grand Total	1165	20	274	0	2592	4800	0	0	0	0	0	0	2523	3314	0	0	14688
Apprch %	79.8	1.4	18.8	0	35.1	64.9	0	0	0	0	0	0	43.2	56.8	0	0	
Total %	7.9	0.1	1.9	0	17.6	32.7	0	0	0	0	0	0	17.2	22.6	0	0	

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File Name : Durango-SB Ramps US 95
Site Code : 00000000
Start Date : 11/27/2018
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	SB Ramps 95 Southbound					Durango Westbound					SB Ramps 95 Northbound					Durango Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	42	0	**15**	0	57	**286**	212	0	0	498	0	0	0	0	0	217	147	0	0	364	919
07:30 AM	50	0	11	0	61	262	**279**	0	0	**541**	0	0	0	0	0	**264**	**180**	0	0	**444**	**1046**
07:45 AM	**57**	0	7	0	**64**	235	274	0	0	509	0	0	0	0	0	220	160	0	0	380	953
08:00 AM	44	0	15	0	59	184	204	0	0	388	0	0	0	0	0	200	180	0	0	380	827
Total Volume	193	0	48	0	241	967	969	0	0	1936	0	0	0	0	0	901	667	0	0	1568	3745
% App. Total	80.1	0	19.9	0		49.9	50.1	0	0		0	0	0	0		57.5	42.5	0	0		
PHF	.846	.000	.800	.000	.941	.845	.868	.000	.000	.895	.000	.000	.000	.000	.000	.853	.926	.000	.000	.883	.895

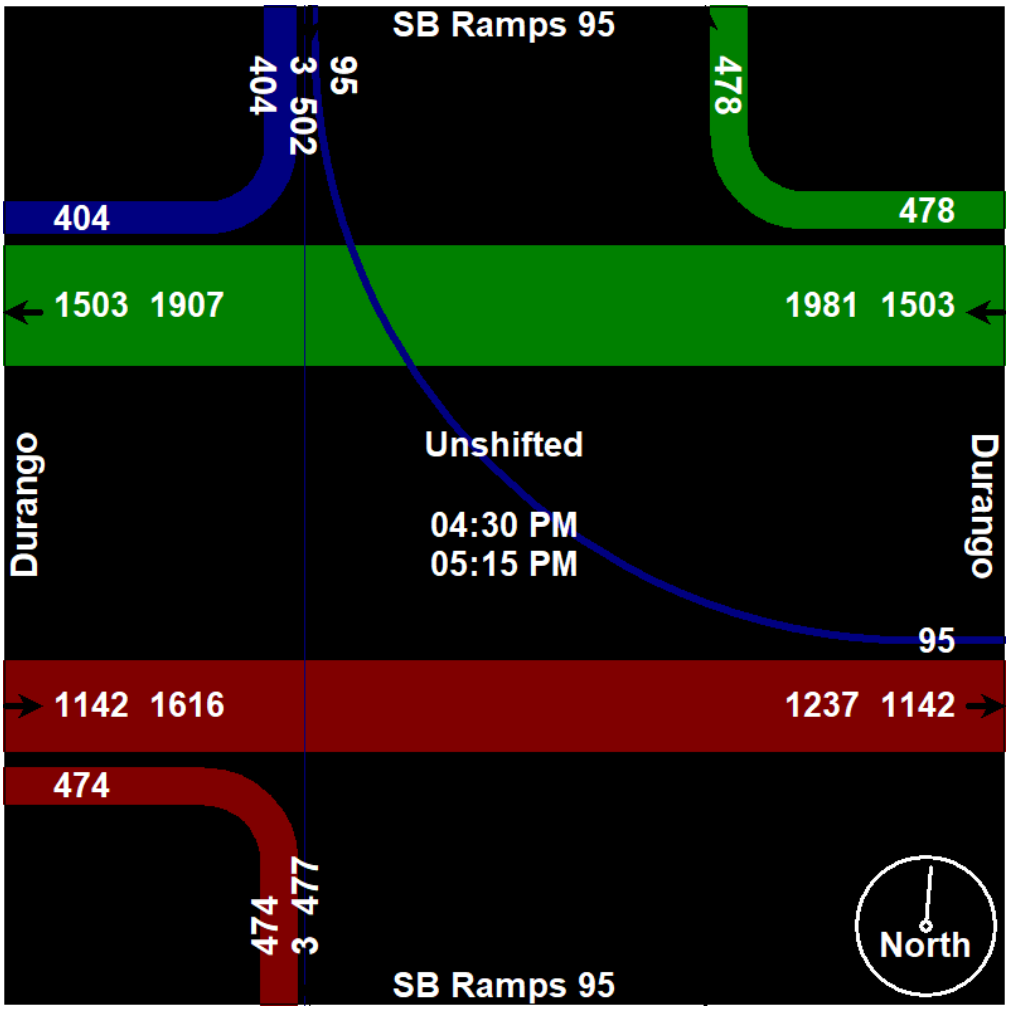


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File Name : Durango-SB Ramps US 95
Site Code : 00000000
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	SB Ramps 95 Southbound					Durango Westbound					SB Ramps 95 Northbound					Durango Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	97	1	**34**	0	132	106	362	0	0	468	0	0	0	0	0	111	292	0	0	403	1003
04:45 PM	**106**	**2**	26	0	**134**	104	373	0	0	477	0	0	0	0	0	96	**311**	0	0	407	1018
05:00 PM	100	0	21	0	121	124	**386**	0	0	510	0	0	0	0	0	**139**	255	0	0	394	1025
05:15 PM	101	0	14	0	115	**144**	382	0	0	**526**	0	0	0	0	0	128	284	0	0	**412**	**1053**
Total Volume	404	3	95	0	502	478	1503	0	0	1981	0	0	0	0	0	474	1142	0	0	1616	4099
% App. Total	80.5	0.6	18.9	0		24.1	75.9	0	0		0	0	0	0		29.3	70.7	0	0		
PHF	.953	.375	.699	.000	.937	.830	.973	.000	.000	.942	.000	.000	.000	.000	.000	.853	.918	.000	.000	.981	.973



Silver State Traffic Data Collection, LLC

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File Name : Sky Pointe-Kyle Canyon
Site Code : 00000044
Start Date : 9/11/2018
Page No : 1

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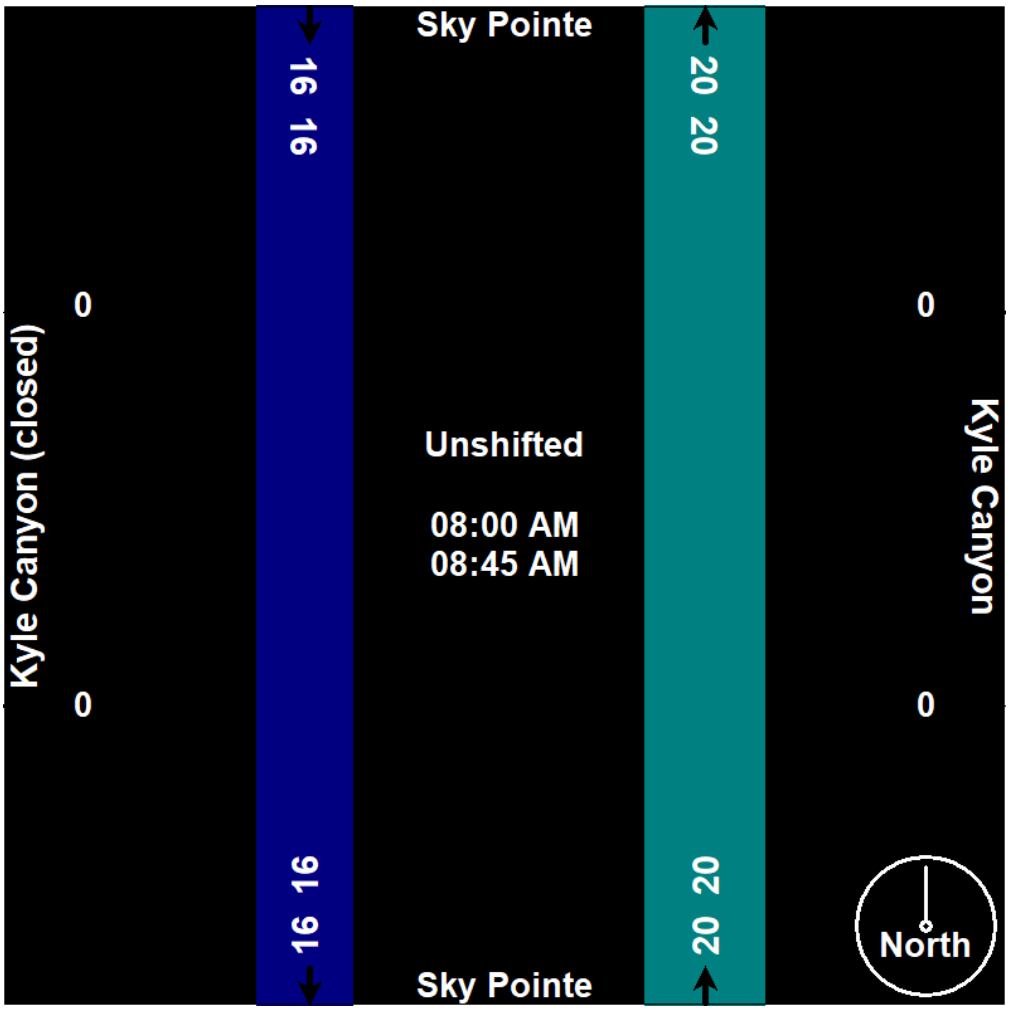
	Sky Pointe Southbound				Sky Pointe Northbound				Kyle Canyon (closed) Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	2	0	0	0	3	0	0	0	0	0	0	5
07:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	2
07:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	4
07:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	7	0	0	0	6	0	0	0	0	0	0	13
08:00 AM	0	3	0	0	0	2	0	0	0	0	0	0	5
08:15 AM	0	2	0	0	0	3	0	0	0	0	0	0	5
08:30 AM	0	6	0	0	0	4	0	0	0	0	0	0	10
08:45 AM	0	5	0	0	0	11	0	0	0	0	0	0	16
Total	0	16	0	0	0	20	0	0	0	0	0	0	36
*** BREAK ***													
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
04:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	3
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	2	0	0	0	0	0	0	5
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	2	0	0	0	1	0	0	0	0	0	0	3
Grand Total	0	28	0	0	0	29	0	0	0	0	0	0	57
Apprch %	0	100	0	0	0	100	0	0	0	0	0	0	
Total %	0	49.1	0	0	0	50.9	0	0	0	0	0	0	

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File Name : Sky Pointe-Kyle Canyon
Site Code : 00000044
Start Date : 9/11/2018

	Sky Pointe Southbound					Westb ound	Sky Pointe Northbound					Kyle Canyon (closed) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	3	0	0	3	0	0	2	0	0	2	0	0	0	0	0	5
08:15 AM	0	2	0	0	2	0	0	3	0	0	3	0	0	0	0	0	5
08:30 AM	0	6	0	0	6	0	0	4	0	0	4	0	0	0	0	0	10
08:45 AM	0	5	0	0	5	0	0	11	0	0	11	0	0	0	0	0	16
Total Volume	0	16	0	0	16	0	0	20	0	0	20	0	0	0	0	0	36
% App. Total	0	100	0	0			0	100	0	0		0	0	0	0		
PHF	.000	.667	.000	.000	.667	.000	.000	.455	.000	.000	.455	.000	.000	.000	.000	.000	.563

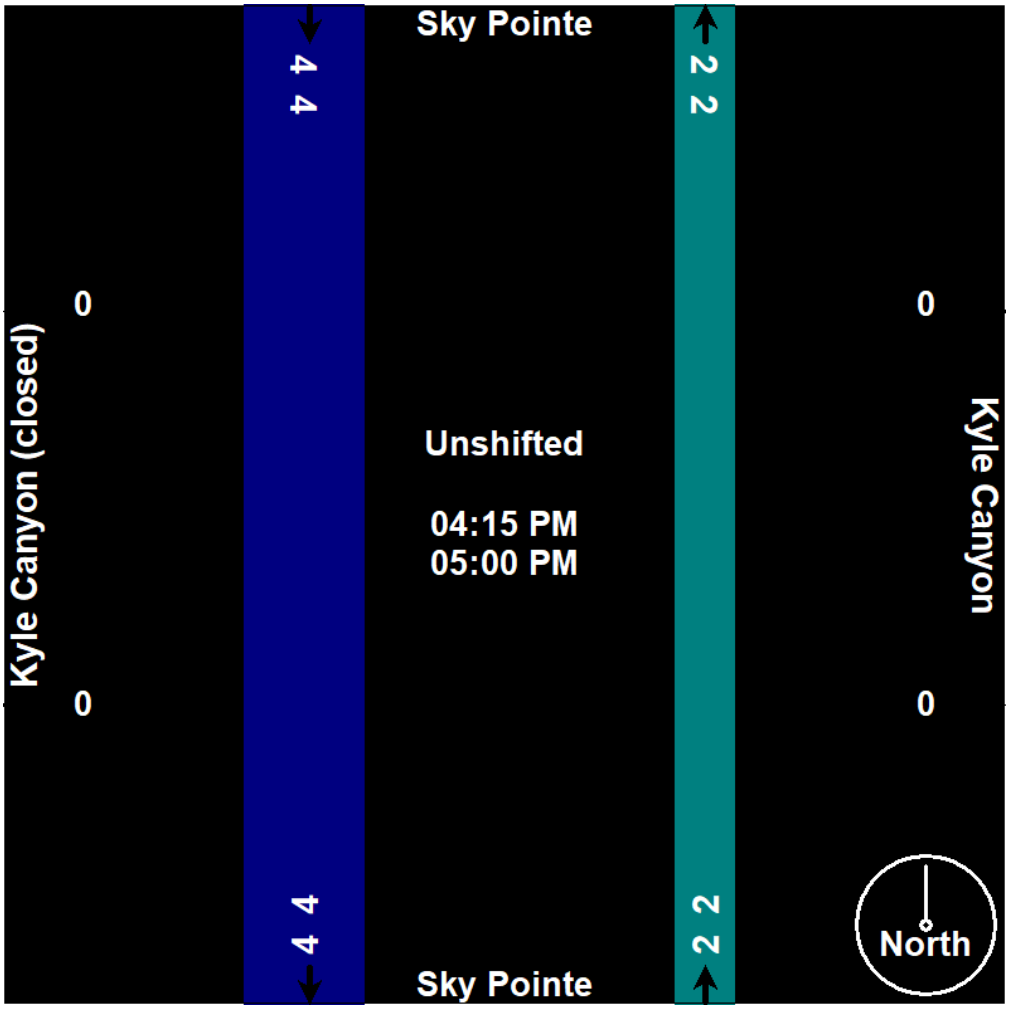


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File Name : Sky Pointe-Kyle Canyon
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	Sky Pointe Southbound					Westb ound	Sky Pointe Northbound					Kyle Canyon (closed) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	2	0	0	2	0	0	1	0	0	1	0	0	0	0	0	3
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	0	0	4	0	0	2	0	0	2	0	0	0	0	0	6
% App. Total	0	100	0	0			0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.500



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File Name : Log Cabin-El Capitan
Site Code : 00004444
Start Date : 9/13/2018
Page No : 1

Groups Printed- Unshifted

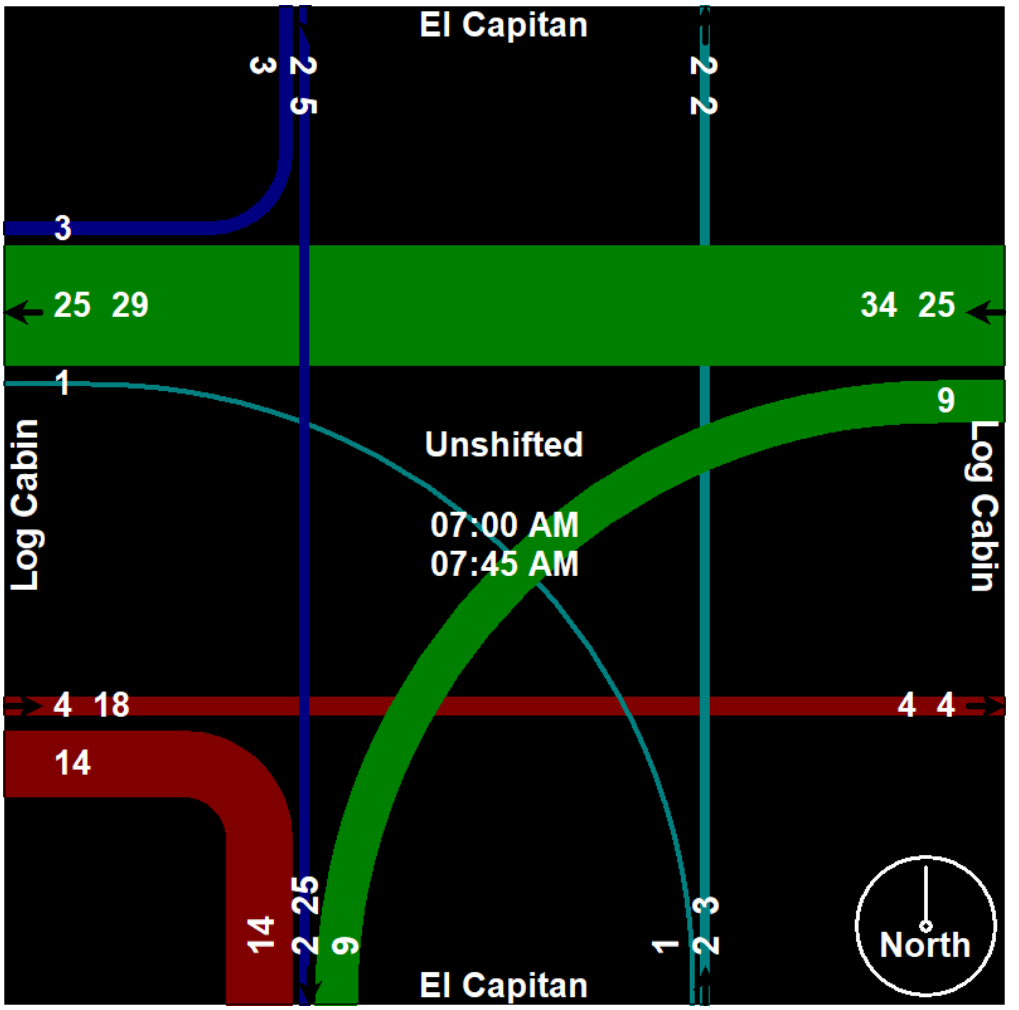
	El Capitan Southbound				Log Cabin Westbound				El Capitan Northbound				Log Cabin Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	2	1	0	0	0	7	1	0	0	1	0	0	3	1	0	0	16
07:15 AM	1	1	0	0	0	7	5	0	0	0	1	0	4	3	0	0	22
07:30 AM	0	0	0	0	0	8	2	0	0	1	0	0	4	0	0	0	15
07:45 AM	0	0	0	0	0	3	1	0	0	0	0	0	3	0	0	0	7
Total	3	2	0	0	0	25	9	0	0	2	1	0	14	4	0	0	60
08:00 AM	1	0	0	0	0	3	1	0	0	1	1	0	1	1	0	0	9
08:15 AM	0	0	0	0	0	2	1	0	2	0	1	0	3	0	0	0	9
08:30 AM	1	1	0	0	0	2	1	0	0	1	0	0	6	2	1	0	15
08:45 AM	0	1	0	0	0	3	1	0	0	0	0	0	2	4	0	0	11
Total	2	2	0	0	0	10	4	0	2	2	2	0	12	7	1	0	44
*** BREAK ***																	
04:00 PM	0	0	0	0	0	6	2	0	1	0	5	0	4	5	0	0	23
04:15 PM	2	0	0	0	0	3	2	0	1	0	3	0	3	3	1	0	18
04:30 PM	1	0	0	0	0	3	4	0	3	0	4	0	4	4	1	0	24
04:45 PM	1	0	0	0	0	5	2	0	2	0	1	0	7	11	1	0	30
Total	4	0	0	0	0	17	10	0	7	0	13	0	18	23	3	0	95
05:00 PM	0	2	0	0	0	4	2	0	3	2	3	0	2	4	1	0	23
05:15 PM	0	0	0	0	0	3	4	0	2	0	1	0	3	8	3	0	24
05:30 PM	0	0	0	0	0	1	0	0	2	1	4	0	3	6	1	0	18
05:45 PM	1	0	0	0	0	1	1	0	0	3	4	0	2	7	2	0	21
Total	1	2	0	0	0	9	7	0	7	6	12	0	10	25	7	0	86
Grand Total	10	6	0	0	0	61	30	0	16	10	28	0	54	59	11	0	285
Apprch %	62.5	37.5	0	0	0	67	33	0	29.6	18.5	51.9	0	43.5	47.6	8.9	0	
Total %	3.5	2.1	0	0	0	21.4	10.5	0	5.6	3.5	9.8	0	18.9	20.7	3.9	0	

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File Name : Log Cabin-El Capitan
Site Code : 00004444
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	El Capitan Southbound					Log Cabin Westbound					El Capitan Northbound					Log Cabin Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	2	1	0	0	3	0	7	1	0	8	0	1	0	0	1	3	1	0	0	4	16
07:15 AM	1	1	0	0	2	0	7	5	0	12	0	0	1	0	1	4	3	0	0	7	22
07:30 AM	0	0	0	0	0	0	8	2	0	10	0	1	0	0	1	4	0	0	0	4	15
07:45 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	3	0	0	0	3	7
Total Volume	3	2	0	0	5	0	25	9	0	34	0	2	1	0	3	14	4	0	0	18	60
% App. Total	60	40	0	0		0	73.5	26.5	0		0	66.7	33.3	0		77.8	22.2	0	0		
PHF	.375	.500	.000	.000	.417	.000	.781	.450	.000	.708	.000	.500	.250	.000	.750	.875	.333	.000	.000	.643	.682

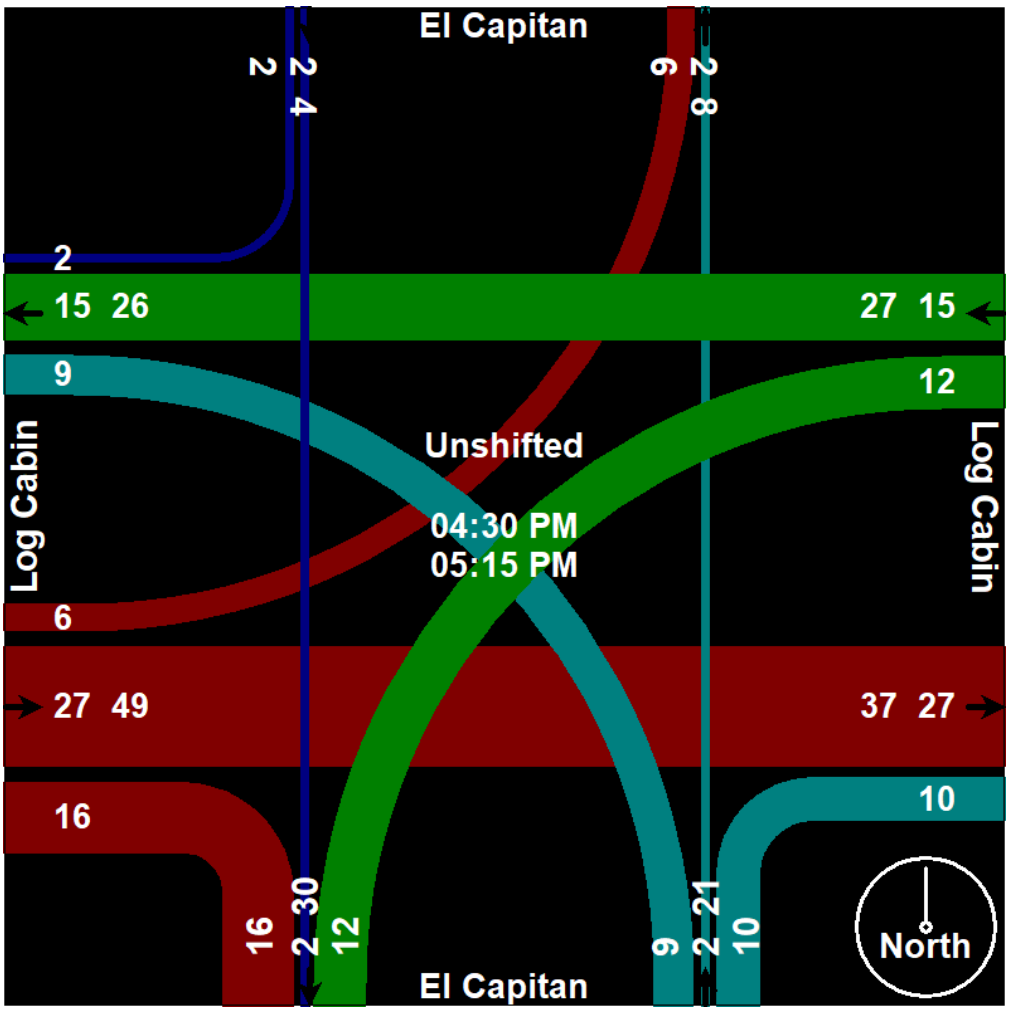


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File Name : Log Cabin-El Capitan
Site Code : 00004444
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	El Capitan Southbound					Log Cabin Westbound					El Capitan Northbound					Log Cabin Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	0	0	0	1	0	3	4	0	7	3	0	4	0	7	4	4	1	0	9	24
04:45 PM	1	0	0	0	1	0	5	2	0	7	2	0	1	0	3	7	11	1	0	19	30
05:00 PM	0	2	0	0	2	0	4	2	0	6	3	2	3	0	8	2	4	1	0	7	23
05:15 PM	0	0	0	0	0	0	3	4	0	7	2	0	1	0	3	3	8	3	0	14	24
Total Volume	2	2	0	0	4	0	15	12	0	27	10	2	9	0	21	16	27	6	0	49	101
% App. Total	50	50	0	0		0	55.6	44.4	0		47.6	9.5	42.9	0		32.7	55.1	12.2	0		
PHF	.500	.250	.000	.000	.500	.000	.750	.750	.000	.964	.833	.250	.563	.000	.656	.571	.614	.500	.000	.645	.842



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File Name : Log Cabin-El Capitan - Bikes
Site Code : 00004444
Start Date : 9/13/2018
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Groups Printed- Unshifted

	El Capitan Southbound				Log Cabin Westbound				El Capitan Northbound				Log Cabin Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southide	Thru	Northside	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3
*** BREAK ***																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	4
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	4
Apprch %	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	25	0	75	0	0	0	

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File Name : Log Cabin-El Capitan - Bikes
Site Code : 00004444
Start Date : 9/13/2018
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	El Capitan Southbound					Log Cabin Westbound					El Capitan Northbound					Log Cabin Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southide	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	4
% App. Total	0	0	0	0		0	0	0	0		0	0	100	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.375	.000	.000	.000	.375	.333

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File Name : Log Cabin-El Capitan - Bikes
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	El Capitan Southbound					Log Cabin Westbound					El Capitan Northbound					Log Cabin Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southide	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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1819 Quarley Place
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File Name : Log Cabin-Durango
Site Code : 00000777
Start Date : 9/13/2018
Page No : 1

Groups Printed- Unshifted

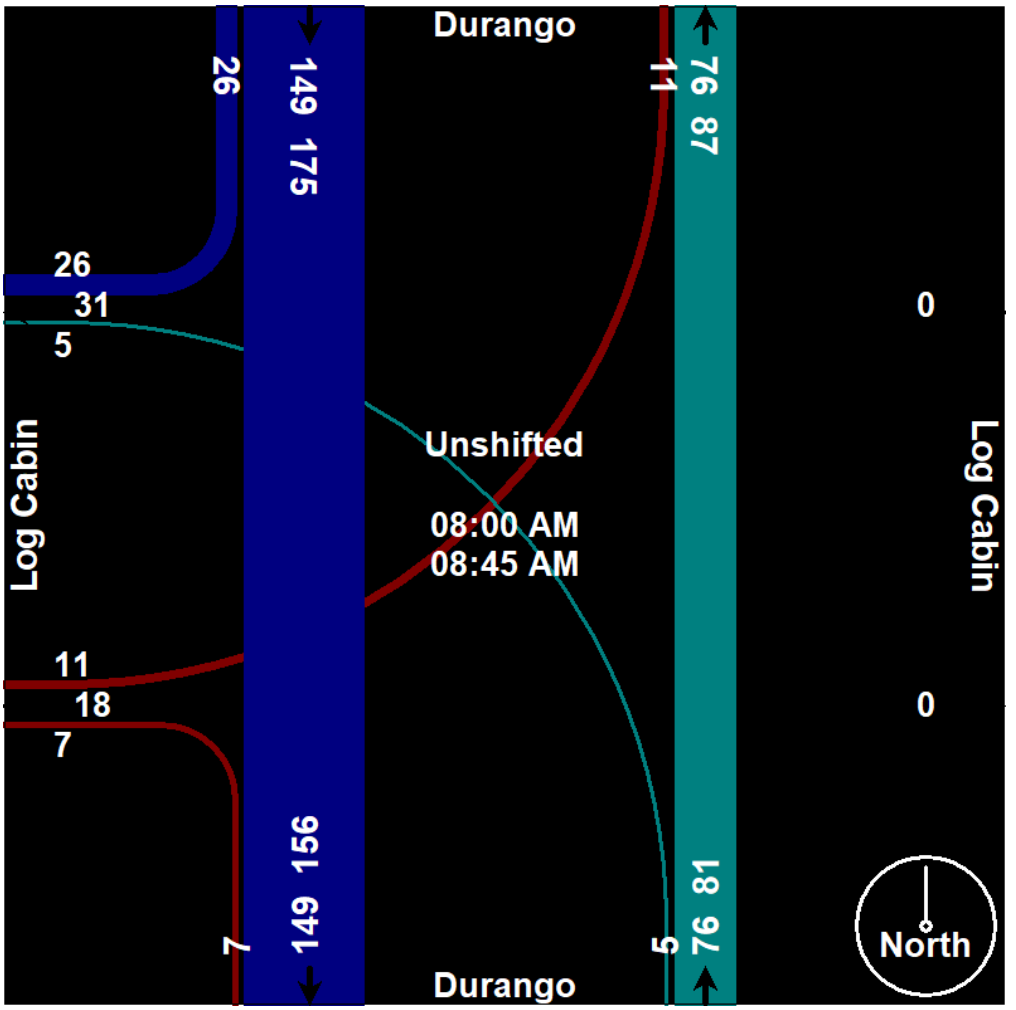
	Durango Southbound				Durango Northbound				Log Cabin Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	7	48	0	0	0	10	0	0	2	0	2	0	69
07:15 AM	8	38	0	0	0	13	0	0	3	0	1	0	63
07:30 AM	6	40	0	0	0	20	2	0	3	0	1	0	72
07:45 AM	3	27	0	0	0	17	3	0	2	0	0	0	52
Total	24	153	0	0	0	60	5	0	10	0	4	0	256
08:00 AM	5	31	0	0	0	20	2	0	2	0	1	0	61
08:15 AM	7	23	0	0	0	19	0	0	0	0	2	0	51
08:30 AM	5	42	0	0	0	19	1	0	1	0	1	0	69
08:45 AM	9	53	0	0	0	18	2	0	4	0	7	0	93
Total	26	149	0	0	0	76	5	0	7	0	11	0	274
*** BREAK ***													
04:00 PM	3	31	0	0	0	34	2	0	0	0	10	0	80
04:15 PM	2	17	0	0	0	36	1	0	0	0	3	0	59
04:30 PM	5	25	0	0	0	33	6	0	2	0	6	0	77
04:45 PM	6	14	0	0	0	36	3	0	5	0	9	0	73
Total	16	87	0	0	0	139	12	0	7	0	28	0	289
05:00 PM	5	35	0	0	0	47	6	0	1	0	6	0	100
05:15 PM	6	26	0	0	0	30	1	0	1	0	7	0	71
05:30 PM	4	27	0	0	0	42	2	0	1	0	8	0	84
05:45 PM	2	29	0	0	0	47	2	0	2	0	5	0	87
Total	17	117	0	0	0	166	11	0	5	0	26	0	342
Grand Total	83	506	0	0	0	441	33	0	29	0	69	0	1161
Apprch %	14.1	85.9	0	0	0	93	7	0	29.6	0	70.4	0	
Total %	7.1	43.6	0	0	0	38	2.8	0	2.5	0	5.9	0	

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File Name : Log Cabin-Durango
Site Code : 00000777
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	Durango Southbound					Westb ound	Durango Northbound					Log Cabin Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	31	0	0	36	0	0	20	2	0	22	2	0	1	0	3	61
08:15 AM	7	23	0	0	30	0	0	19	0	0	19	0	0	2	0	2	51
08:30 AM	5	42	0	0	47	0	0	19	1	0	20	1	0	1	0	2	69
08:45 AM	9	53	0	0	62	0	0	18	2	0	20	4	0	7	0	11	93
Total Volume	26	149	0	0	175	0	0	76	5	0	81	7	0	11	0	18	274
% App. Total	14.9	85.1	0	0			0	93.8	6.2	0		38.9	0	61.1	0		
PHF	.722	.703	.000	.000	.706	.000	.000	.950	.625	.000	.920	.438	.000	.393	.000	.409	.737

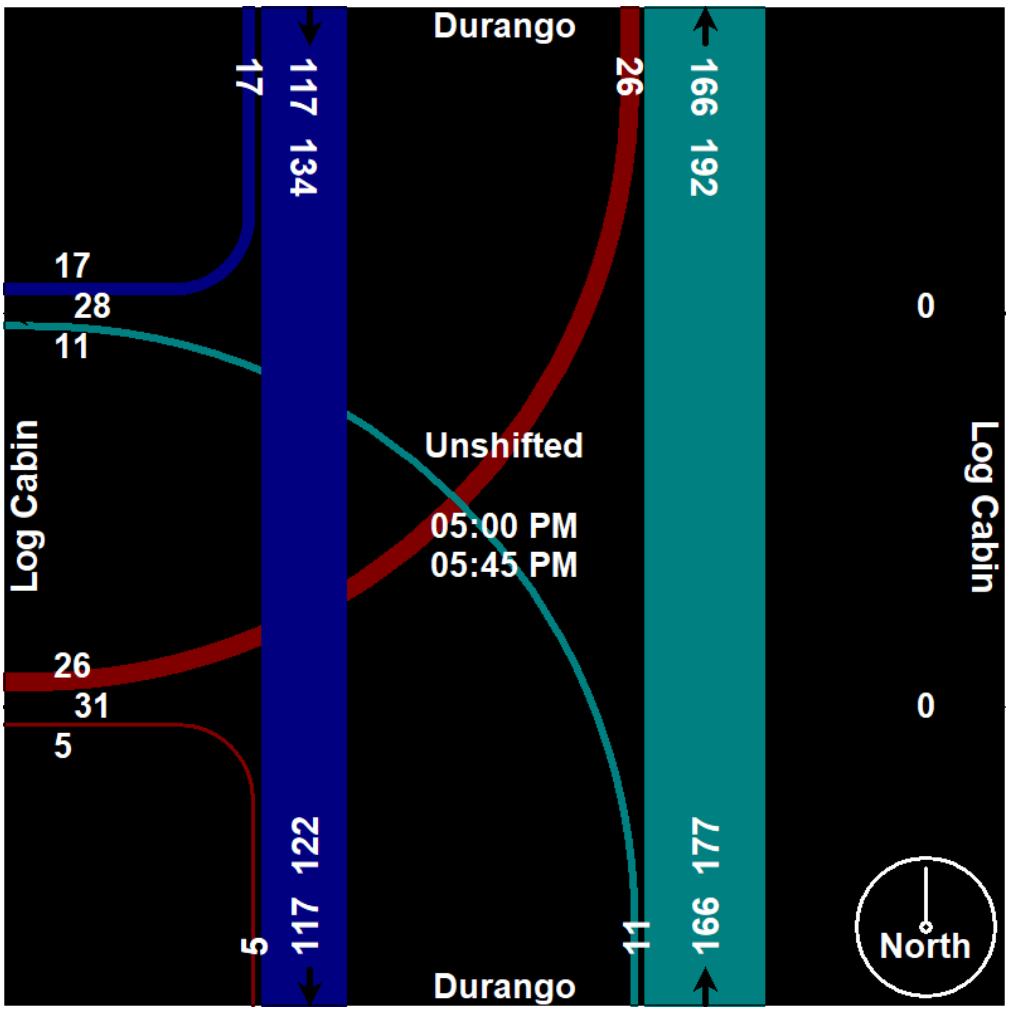


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File Name : Log Cabin-Durango
Site Code : 00000777
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	Durango Southbound					Westb ound	Durango Northbound					Log Cabin Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	35	0	0	40	0	0	47	6	0	53	1	0	6	0	7	100
05:15 PM	6	26	0	0	32	0	0	30	1	0	31	1	0	7	0	8	71
05:30 PM	4	27	0	0	31	0	0	42	2	0	44	1	0	8	0	9	84
05:45 PM	2	29	0	0	31	0	0	47	2	0	49	2	0	5	0	7	87
Total Volume	17	117	0	0	134	0	0	166	11	0	177	5	0	26	0	31	342
% App. Total	12.7	87.3	0	0			0	93.8	6.2	0		16.1	0	83.9	0		
PHF	.708	.836	.000	.000	.838	.000	.000	.883	.458	.000	.835	.625	.000	.813	.000	.861	.855



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File Name : Log Cabin-El Capitan - Peds
Site Code : 00004444
Start Date : 9/13/2018
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Groups Printed- Unshifted

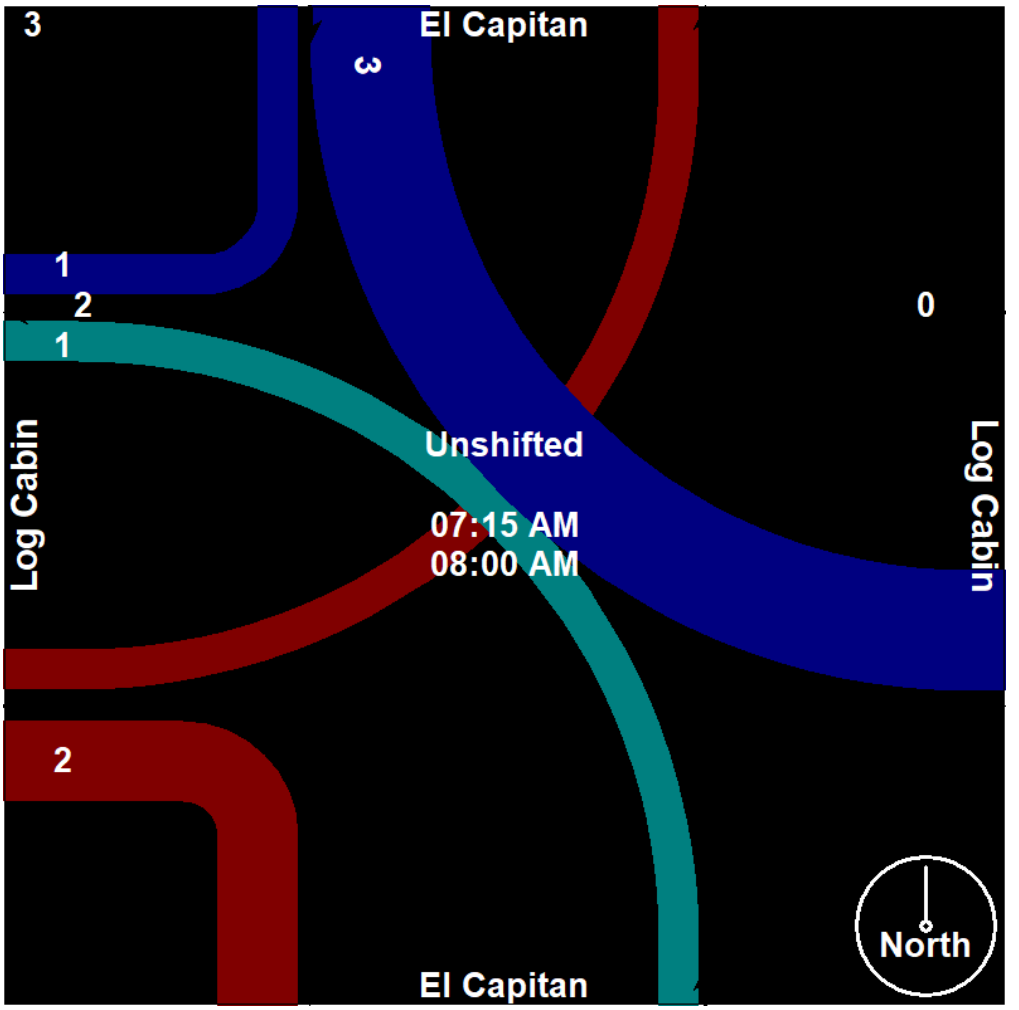
	El Capitan Southbound				Log Cabin Westbound				El Capitan Northbound				Log Cabin Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southide	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
07:15 AM	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	5
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
*** BREAK ***																	
Total	1	0	3	0	0	0	0	0	0	0	1	0	1	0	1	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***																	
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																	
Grand Total	1	0	3	0	0	0	1	0	0	0	2	0	2	0	1	0	10
Apprch %	25	0	75	0	0	0	100	0	0	0	100	0	66.7	0	33.3	0	
Total %	10	0	30	0	0	0	10	0	0	0	20	0	20	0	10	0	

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Henderson, Nevada 89014
702-217-1968
sstraffic@msn.com

File Name : Log Cabin-El Capitan - Peds
Site Code : 00004444
Start Date : 9/13/2018

	El Capitan Southbound					Log Cabin Westbound					El Capitan Northbound					Log Cabin Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southide	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	0	2	0	3	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	5
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	1	0	3	0	4	0	0	0	0	0	0	0	1	0	1	2	0	1	0	3	8
% App. Total	25	0	75	0		0	0	0	0		0	0	100	0		66.7	0	33.3	0		
PHF	.250	.000	.375	.000	.333	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.250	.000	.750	.400

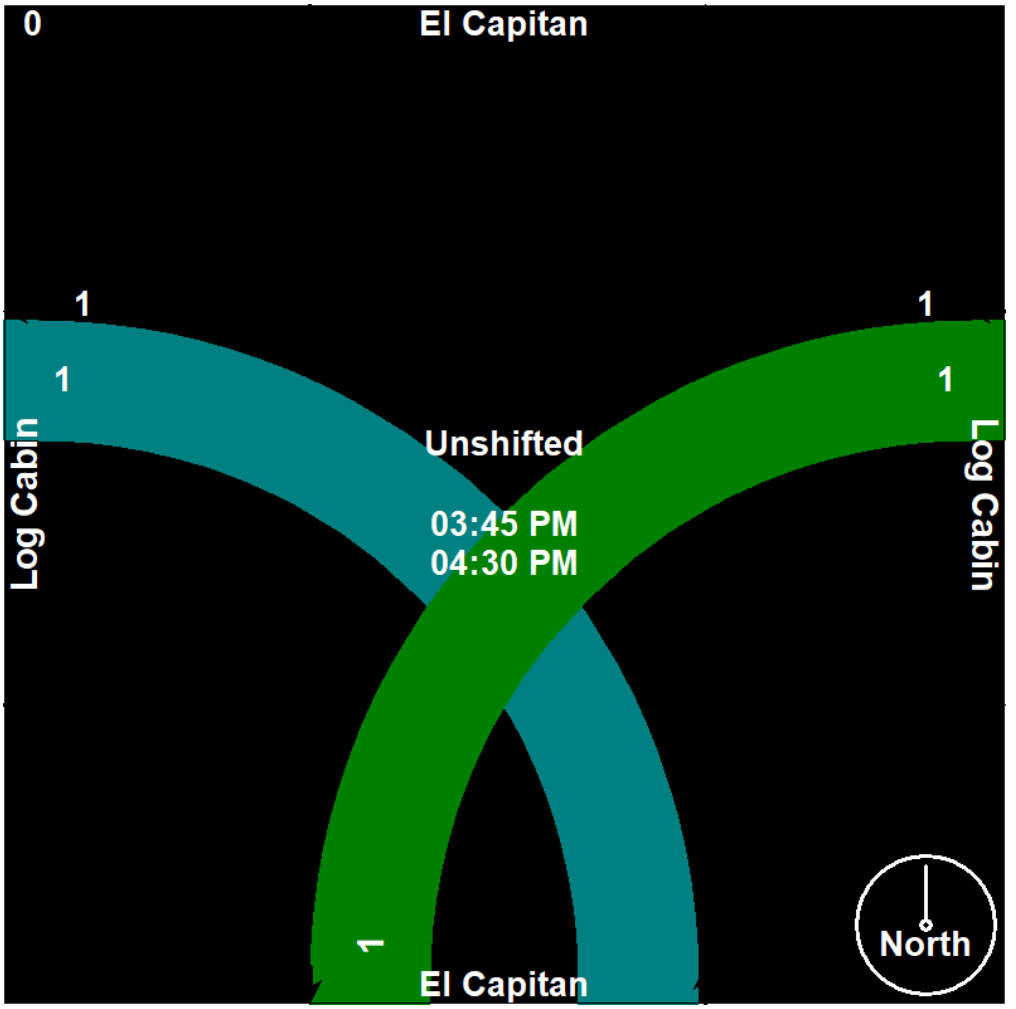


Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
702-217-1968
sstraffic@msn.com

File Name : Log Cabin-El Capitan - Peds
Site Code : 00004444
Start Date : 9/13/2018
Page No : 3

	El Capitan Southbound					Log Cabin Westbound					El Capitan Northbound					Log Cabin Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southide	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
% App. Total	0	0	0	0		0	0	100	0		0	0	100	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500



Silver State Traffic Data Collection, LLC

1819 Quarley Place
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File Name : Log Cabin-Durango - Bikes
Site Code : 00000777
Start Date : 9/13/2018
Page No : 1

Groups Printed- Unshifted

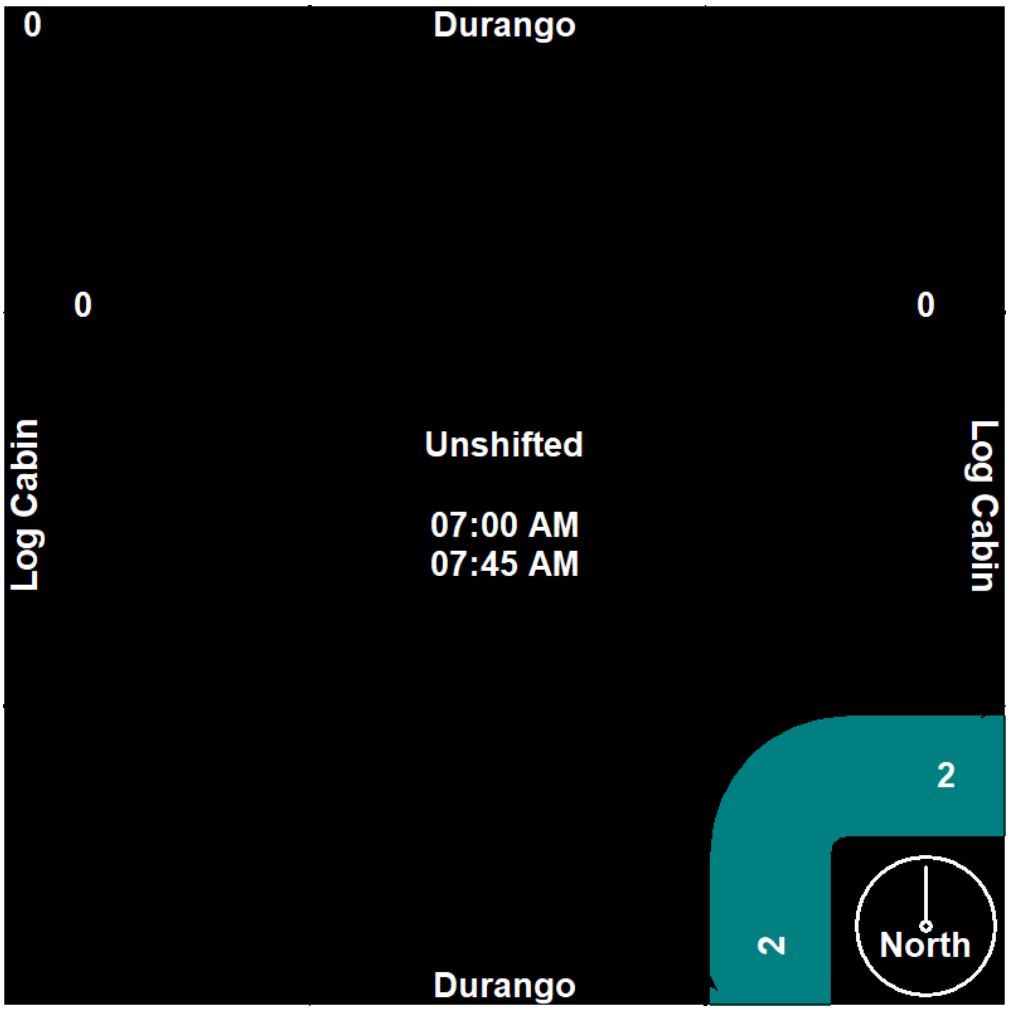
	Durango Southbound				Log Cabin Westbound				Durango Northbound				Log Cabin Eastbound				
Start Time	Westside	Thru	Eastside	Peds	Northside	Thru	Southside	Peds	Eastside	Thru	Westside	Peds	Southside	Thru	Northside	Peds	Int. Total
*** BREAK ***																	
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
*** BREAK ***																	
05:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
Apprch %	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	
Total %	33.3	0	0	0	0	0	0	0	66.7	0	0	0	0	0	0	0	

Silver State Traffic Data Collection, LLC

1819 Quarley Place
Henderson, Nevada 89014
702-217-1968
sstraffic@msn.com

File Name : Log Cabin-Durango - Bikes
Site Code : 00000777
Start Date : 9/13/2018

	Durango Southbound					Log Cabin Westbound					Durango Northbound					Log Cabin Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250

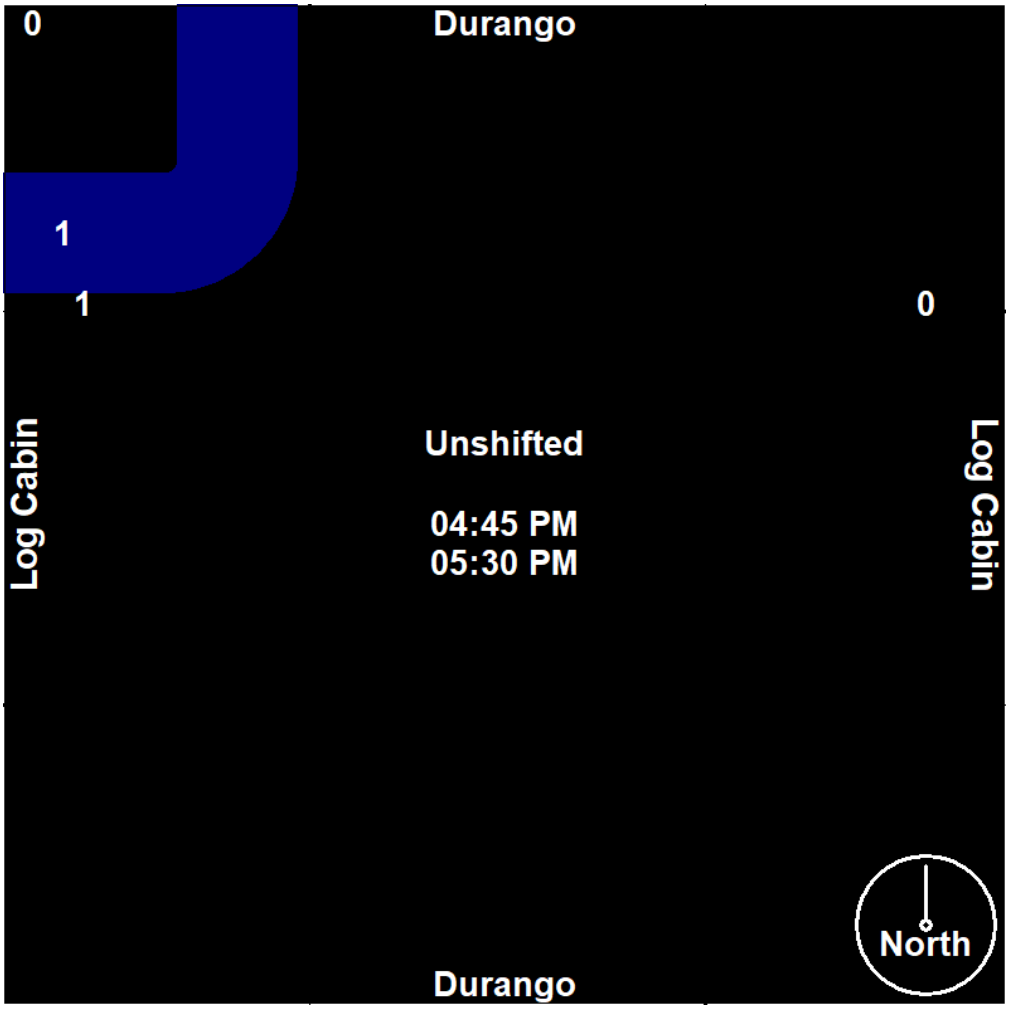


Silver State Traffic Data Collection, LLC

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File Name : Log Cabin-Durango - Bikes
Site Code : 00000777
Start Date : 9/13/2018
Page No : 3

	Durango Southbound					Log Cabin Westbound					Durango Northbound					Log Cabin Eastbound					
Start Time	Westside	Thru	Eastside	Peds	App. Total	Northside	Thru	Southside	Peds	App. Total	Eastside	Thru	Westside	Peds	App. Total	Southside	Thru	Northside	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



APPENDIX D

CITY OF LAS VEGAS PLANNED STREETS AND HIGHWAYS

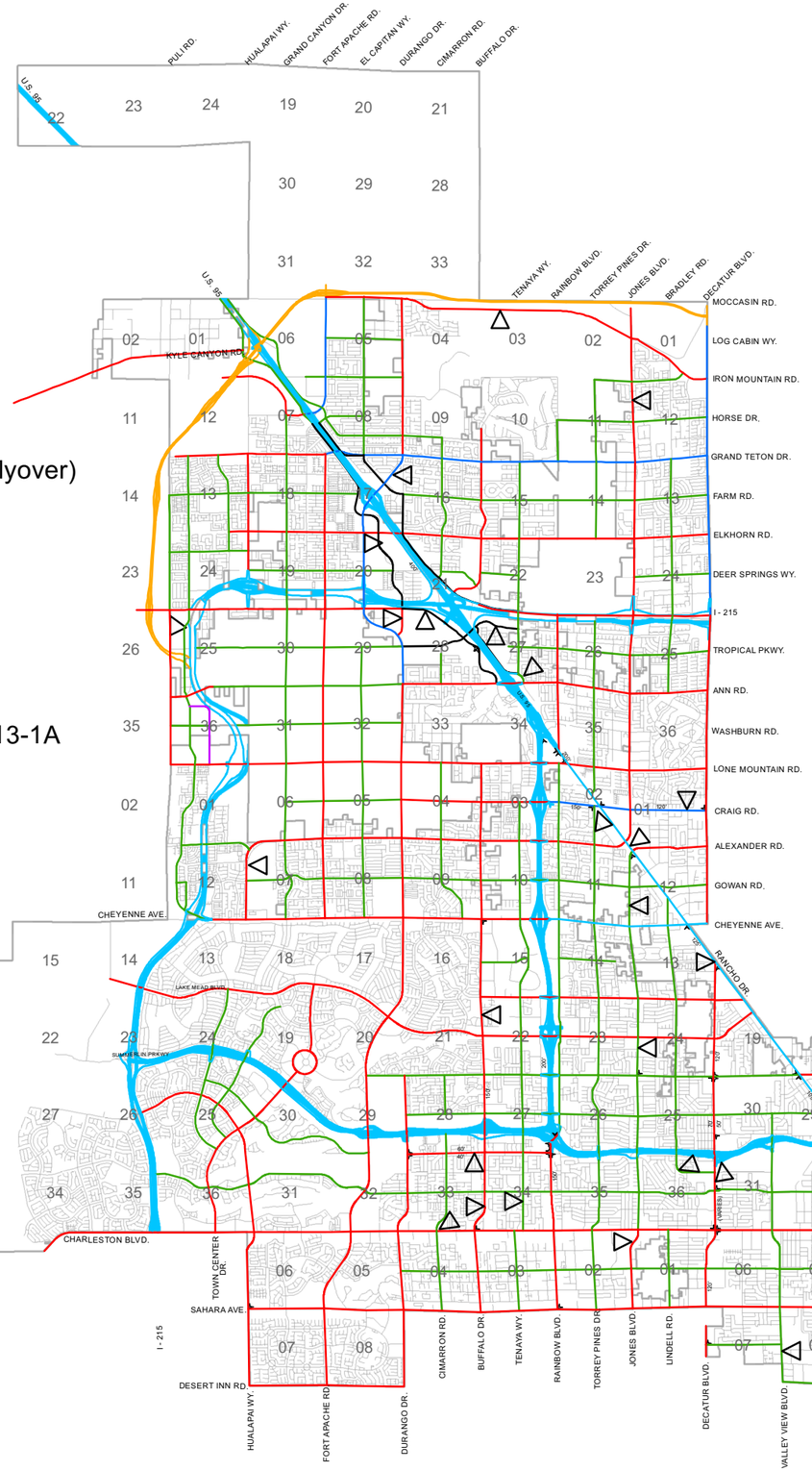
City of Las Vegas

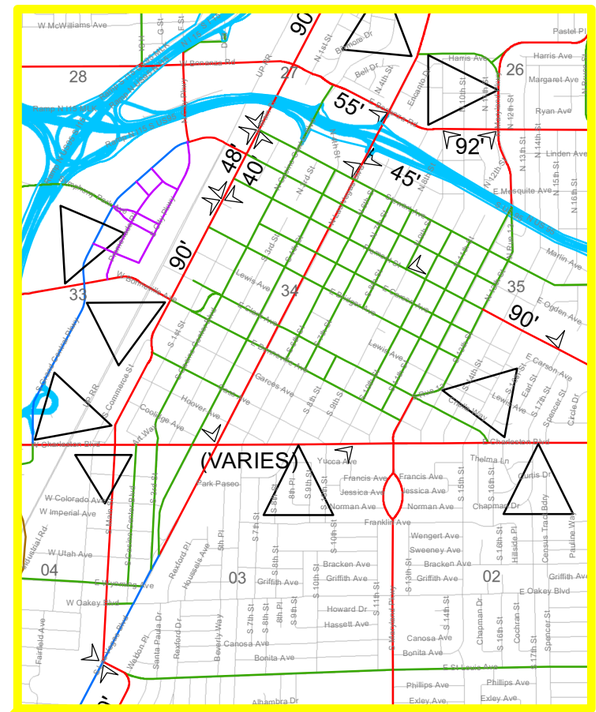
Planned Streets and Highways

Revised: GPA-58319 06/17/2015

Street Classification

- Primary Arterial (120 ft)
- Primary Arterial (100 ft)
- Primary Arterial with Limited Access (Flyover)
- Major Collector (60 ft)
- Major Collector (80 ft)
- Frontage Streets (70 ft)
- Freeway - Proposed
- Feeway / Expressway (150 ft. +)
- Special Design Road - See Schedule 13-1A
  Widths are minimums





Las Vegas Blvd. ROW Widths		
	ROW	W/E
Bonanza Rd. to Owens Ave.	100'	50'/50'
Mesquite Ave. to Bonanza Rd.	100'	55'/45'
Stewart Ave. to Mesquite Ave.	Transition	45' to 55' / 45'
Charleston Blvd. to Stewart Ave.	90'	45'/45'
4th Street to Charleston Blvd.	100'	50'/50'
Sahara to 4th Street	120'	60'/60'

Right-of-way widths shown are minimums
Additional rights-of-way at majot intersections shall also be required in accordance with Standard Drawings # 201.1 and # 234.1-2.

SOURCE: City of Las Vegas, Department of Planning

GIS maps are normally produced only to meet the needs of the City. Due to continuous development activity this map is for reference only.

Geographic Information System

Department of Planning
702-229-6301

Printed: Monday, September 21, 2015

Document Path: N:\advplan\projects\projectsGIS\MPSH\PSH.mxd

Public Works Schedule 13-1A

Special Designs

Street name	Location	width	right-of-way split	Reference
Alexander Road	aproximately 400' west of the Hualapai Centerline to approximately 1700' East of the Hualapai Centerline	100'	special design	MSH-7-98
Alexander Road/Jones Boulevard	Intersection	special design	special design	*115-356*
Alta	Martin L. King Boulevard to Rancho Drive	100'	N 60'/40' S	MSH-7-98
Alta Drive	Highland Drive to Railroad property			
Azure	US 95 to Tenaya	90'	N 45'/45' S	MSH-7-98
Buffalo Drive	Washington Avenue to Cheyenne Avenue	special design	special design	*115-383*
Buffalo Drive	Charleston Boulevard to Alta Drive	special design	special design	*115-281*
Charleston Boulevard	Main Street to Eastern Avenue	special design	special design	*115-338*
Charleston Boulevard/Cimarron Road	Intersection	special design	special design	*115-372A*
Craig Road	US 95 to Decatur	150', 120'	Equal	MSH-3453
Craig Road	Jones Boulevard to Decatur Boulevard	special design	special design	*107-v959*
Craig Road	Torrey Pines Drive to Rancho Drive	special design	special design	*115-368*
Decatur Boulevard	Alta Drive to US95	120'	W 70'/50' E	*115-250*
Decatur Boulevard	US95 to Bonanza Road	125'	W 70'/55' E	*115-250*
Decatur Boulevard	Bonanza Road to Vegas Drive	120'	W 70'/50' E	*115-250*
Decatur Boulevard	Charleston Boulevard to Alta Drive	120'	W 80'/40' E	*115-250*
Decatur Boulevard/Rancho Drive	Intersection	special design	special design	*113-121*
Eastern Avenue	Charleston Boulevard to Stewart Avenue	special design	special design	*115-181 &115-143*
Eastern Avenue	St. Louis to Ballard Drive	100'	W 40'/E 60'	*115-332*
Fremont Street	Main Street to Ninth Street	80'	W 40'/40' E	**Ord. 2231*
Fremont Street	Ninth Street to Seventeenth Street	90'	W 45'/45' E	**Ord. 2231*
Grand Montecito	Durango Drive to Centennial Parkway	90'	W 50'/40' E	MSH13509
Grand Montecito	Centennial Parkway to Elkhorn	90'	W 45'/45' E	MSH-1-00
Grand Montecito	Elkhorn to Durango	90'	W 45'/45' E	MSH-2-00
Harrison Avenue	H Street to 1-15	70'	Equal	*115-226*

Hualapai Way	Curves to the East into Alexander road approximately 1800' south of the Alexander Road Centerline	100'	special design	MSH-7-98
Jones Boulevard	Grand Teton to North City limit	90'	W 50'/40' E	MSH 3453
Jones Boulevard	Approximately 500' North of Doe Avenue to Charleston Boulevard	special design	special design	*115-175*
Jones Boulevard	Vegas Drive to Rancho Drive	special design	special design	*115-364A*
Las Vegas Boulevard	Sahara to 4th Street	120'	W 60'/ 60' E	MSH-29429
Las Vegas Boulevard	4th Street to Charleston Boulevard	100'	W 50'/ 50' E	MSH-29429
Las Vegas Boulevard	Charleston Boulevard to Stewart Avenue	90'	W 45'/45' E	**Ord. 2231*
Las Vegas Boulevard	Stewart Avenue to Mesquite Avenue	transition	W varies/45' E	**Ord. 2231*
Las Vegas Boulevard	Mesquite Avenue to Bonanza Road	100'	W 55'/45' E	**Ord. 2231*
Main Street	approximately 180' south of Stewart Avenue south r/w line to approximately 160' north of Bridger Avenue north r/w line	88'	W 48'/40' E	**Ord. 2231*
Main Street	approximately 160' north of Bridger Avenue north r/w line to Las Vegas Boulevard South	90'	W 45'/45' E	**Ord. 2231*
Marion Drive	Charleston Boulevard to Stewart Avenue	70'	W 40'/30' E	*115-362*
Maryland Parkway/ 13th Street	Stewart Avenue to Mesquite Avenue	special design	special design	*115-304*
Michael Way	curve east into Meadows Lane	80'	Equal	*115-101*
Moccasin Road	Kyle Canyon Road to Thom Boulevard	100'	N 50'/50' S	MSH-1-99, MSH-6-02
Owens Avenue	Martin L. King Boulevard to H Street	100'	Equal	*115-226*
Owens Avenue	H Street to 1-15	50'	N 24.5'/25.5' S	*115-226*
Owens Avenue	Main Street to Las Vegas Boulevard North	80'	Equal	*107-v532*
Rancho Drive	Vegas to US 95	125', 200'	Equal	MSH-3453
Rancho Drive	Sahara Avenue to Charleston Boulevard	special design	special design	*115-307*
Tropical Parkway	Cimarron to US 95	90'	N 45'/45' S	MSH-7-98
Valley View	Charleston Boulevard to Desert Inn Road	special design	special design	*115-345*
Vegas Drive	Rancho Drive to Martin Luther King Boulevard	100'	Equal	*115-226*
Washington Avenue	Main Street to Las Vegas Boulevard North	special design	special design	*107-v882*
Westcliff Drive	Rainbow Boulevard to Durango Drive	100'	N 60'/40' S	*107-v957*

**(Ord. 2231 § 2 (part), 1981: priorcode § 9-11-8(A)(1, 2, 3))*

APPENDIX E

EXTERNAL AND INTERNAL VISTRO MODEL INFORMATION FROM APPROVED 2016 MASTER TRAFFIC IMPACT STUDY UPDATE

Vistro File: J:\...\160317 Skye Canyon External Vistro Model_Modified 180927.vistro
Report File: J:\...\180927_2016 model external without SCE_AM.pdf

Scenario 1 1 External AM Scenario

9/27/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Kyle Canyon Road & Oso Blanco Road	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	105	1	54	0	2	0	0	1	58	27	0	0	248
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**105**	**1**	**54**	**0**	**2**	**0**	**0**	**1**	**58**	**27**	**0**	**0**	**248**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Log Cabin Way & Parcel 3.13 / Parcel 3.08	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	14	0	0	18	0	32
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**18**	**0**	**32**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	Log Cabin Way & Skye Canyon Park Drive	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	12	0	12	0	0	0	0	14	0	4	6	0	48
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**12**	**0**	**12**	**0**	**0**	**0**	**0**	**14**	**0**	**4**	**6**	**0**	**48**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Log Cabin Way & El Capitan Way	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	3	0	0	0	0	0	0	14	12	0	7	0	36
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**12**	**0**	**7**	**0**	**36**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Ohare Road & Skye Canyon Park Drive	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	24	0	0	4	0	0	0	0	0	0	0	28
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**24**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Iron Mountai Road & SKye Canyon Park Drive	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	18	15	0	4	0	0	0	0	10	0	6	53
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**18**	**15**	**0**	**4**	**0**	**0**	**0**	**0**	**10**	**0**	**6**	**53**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Brent Lane & Skye Canyon Park Drive	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	27	17	0	14	0	0	0	0	14	0	6	78
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**27**	**17**	**0**	**14**	**0**	**0**	**0**	**0**	**14**	**0**	**6**	**78**

ID	Intersection Name	Volume Type	Southbound			Northeastbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Sjye Canyon Park Drive & Fort Apache Road	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	28	0	0	44	33	29	0	0	0	0	0	134
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**28**	**0**	**0**	**44**	**33**	**29**	**0**	**0**	**0**	**0**	**0**	**134**

ID	Intersection Name	Volume Type	Southbound			Westbound			Northeastbound			Northwestbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Horse Drive / Sky Point Drive & Fort Apache Road	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	15	0	18	0	0	10	19	0	0	0	0	0	62
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**15**	**0**	**18**	**0**	**0**	**10**	**19**	**0**	**0**	**0**	**0**	**0**	**62**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Horse Drive & El Capitan Way	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	2	0	0	0	15	0	0	10	3	30
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**15**	**0**	**0**	**10**	**3**	**30**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Grand Teton Drive & El Capitan Way	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	12	0	0	0	0	18	0	12	19	0	61
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**18**	**0**	**12**	**19**	**0**	**61**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Durando Drive & El Capitan Way / Farm Road	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	12	36	97	0	44	0	58	0	0	0	0	12	259
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**12**	**36**	**97**	**0**	**44**	**0**	**58**	**0**	**0**	**0**	**0**	**12**	**259**

ID	Intersection Name	Volume Type	Northbound			Northeastbound		Southwestbound		Total Volume
			Left	Thru	Right	Left	Thru	Thru	Right	
16	NeDurango Drive & US 95 NB Rampw Intersection	Final Base	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0
		Net New Trips	22	0	0	0	145	3	111	281
		Other	0	0	0	0	0	0	0	0
		Future Total	**22**	**0**	**0**	**0**	**145**	**3**	**111**	**281**

ID	Intersection Name	Volume Type	Northbound		Southbound			Southwestbound		Total Volume
			Thru	Right	2	Left	Thru	Left	Thru	
17	Durango Drive & US 95 SB Ramp	Final Base	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0
		Net New Trips	28	136	117	0	0	0	25	306
		Other	0	0	0	0	0	0	0	0
		Future Total	**28**	**136**	**117**	**0**	**0**	**0**	**25**	**306**

ID	Intersection Name	Volume Type	Eastbound			Westbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
19	Skye Canyon Park Drive & US 95	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	8	77	688	0	57	0	438	5	0	0	27	3	1303
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**8**	**77**	**688**	**0**	**57**	**0**	**438**	**5**	**0**	**0**	**27**	**3**	**1303**

Vistro File: J:\...\160317 Skye Canyon External Vistro Model_Modified 180927.vistro

Report File: J:\...\180927_2016 model external without SCE_AM.pdf

Scenario 1 1 External AM Scenario

9/27/2018

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: 1.1				1.000	0.000	50.00	50.00	15	46	61	2.04
2: 1.2				1.000	0.000	50.00	50.00	18	53	71	2.37
3: 1.3				1.000	0.000	50.00	50.00	19	58	77	2.57
4: 1.4				1.000	0.000	50.00	50.00	19	56	75	2.51
5: 2.1				1.000	0.000	50.00	50.00	12	61	73	2.44
6: 2.2				1.000	0.000	50.00	50.00	19	92	111	3.71
7: 2.3				1.000	0.000	50.00	50.00	18	89	107	3.58
8: 2.5				1.000	0.000	50.00	50.00	9	46	55	1.84
9: 2.6				1.000	0.000	50.00	50.00	9	44	53	1.77
10: 2.7				1.000	0.000	50.00	50.00	10	49	59	1.97
11: 2.8				1.000	0.000	50.00	50.00	8	38	46	1.54
12: 2.9				1.000	0.000	50.00	50.00	8	40	48	1.60
13: 2.10				1.000	0.000	50.00	50.00	11	54	65	2.17
14: 2.11				1.000	0.000	50.00	50.00	5	16	21	0.70
15: 2.14				1.000	0.000	50.00	50.00	6	19	25	0.84
16: 2.15				1.000	0.000	50.00	50.00	9	27	36	1.20
17: 2.16				1.000	0.000	50.00	50.00	8	23	31	1.04
18: 2.17				1.000	0.000	50.00	50.00	9	26	35	1.17
19: 2.20				1.000	0.000	50.00	50.00	11	54	65	2.17
20: 2.21A				1.000	0.000	50.00	50.00	6	30	36	1.20
21: 2.21B				1.000	0.000	50.00	50.00	6	32	38	1.27
22: 2.23A				1.000	0.000	50.00	50.00	5	24	29	0.97
23: 2.23B				1.000	0.000	50.00	50.00	7	34	41	1.37
24: 2.27				1.000	0.000	50.00	50.00	8	38	46	1.54
25: 2.28				1.000	0.000	50.00	50.00	8	40	48	1.60
26: 2.29				1.000	0.000	50.00	50.00	9	28	37	1.24
27: 2.32				1.000	0.000	50.00	50.00	13	38	51	1.70
28: 2.37				1.000	0.000	50.00	50.00	109	67	176	5.88
42: 4.04				1.000	0.000	50.00	50.00	8	5	13	0.43
43: 4.09				1.000	0.000	50.00	50.00	3	2	5	0.17
44: 4.5				1.000	0.000	50.00	50.00	302	228	530	17.71
45: 5.01				1.000	0.000	50.00	50.00	8	24	32	1.07
46: 5.02				1.000	0.000	50.00	50.00	230	108	338	11.29
47: 5.03				1.000	0.000	50.00	50.00	7	34	41	1.37
48: 5.06				1.000	0.000	50.00	50.00	29	88	117	3.91
49: 5.09				1.000	0.000	50.00	50.00	7	35	42	1.40
50: 5.10				1.000	0.000	50.00	50.00	48	40	88	2.94
51: Laurich NAP				1.000	50.000	50.00	50.00	106	65	171	5.71
					Added Trips Total			**1142**	**1851**	**2993**	**100.00**

Vistro File: J:\...\160317 Skye Canyon External Vistro Model_Modified 180927.vistro

Report File: J:\...\180927_2016 model external without SCE_AM.pdf

Scenario 1 1 External AM Scenario

9/27/2018

Trip Distribution summary

Zone / Gate	Zone 1: 1.1			
	To 1.1:		From 1.1:	
	Share %	Trips	Share %	Trips
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0

Zone / Gate	Zone 2: 1.2			
	To 1.2:		From 1.2:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0

49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	1	5.00	2
59: Gate	44.00	7	44.00	24
60: Gate	3.00	0	3.00	1
61: Gate	20.00	3	20.00	9
62: Gate	4.00	1	4.00	2
63: Gate	15.00	2	15.00	7
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**14**	**100.00**	**46**

49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	1
53: Gate	1.00	0	1.00	1
54: Gate	1.00	0	1.00	1
55: Gate	1.00	0	1.00	1
56: Gate	1.00	0	1.00	1
57: Gate	1.00	0	1.00	1
58: Gate	5.00	1	5.00	3
59: Gate	44.00	8	44.00	19
60: Gate	3.00	1	3.00	2
61: Gate	20.00	4	20.00	11
62: Gate	4.00	1	4.00	2
63: Gate	15.00	3	15.00	8
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	1
67: Gate	0.00	0	0.00	0
Total	**100.00**	**18**	**100.00**	**53**

	Zone 3: 1.3			
	To 1.3:		From 1.3:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0

	Zone 4: 1.4			
	To 1.4:		From 1.4:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0

39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	1
53: Gate	1.00	0	1.00	1
54: Gate	1.00	0	1.00	1
55: Gate	1.00	0	1.00	1
56: Gate	1.00	0	1.00	1
57: Gate	1.00	0	1.00	1
58: Gate	5.00	1	5.00	3
59: Gate	44.00	8	44.00	22
60: Gate	3.00	1	3.00	2
61: Gate	20.00	4	20.00	12
62: Gate	4.00	1	4.00	2
63: Gate	15.00	3	15.00	9
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	1
67: Gate	0.00	0	0.00	0
Total	**100.00**	**18**	**100.00**	**58**

39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	1
53: Gate	1.00	0	1.00	1
54: Gate	1.00	0	1.00	1
55: Gate	1.00	0	1.00	1
56: Gate	1.00	0	1.00	1
57: Gate	1.00	0	1.00	1
58: Gate	5.00	1	5.00	3
59: Gate	44.00	8	44.00	22
60: Gate	3.00	1	3.00	2
61: Gate	20.00	4	20.00	11
62: Gate	4.00	1	4.00	2
63: Gate	15.00	3	15.00	8
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	1
67: Gate	0.00	0	0.00	0
Total	**100.00**	**18**	**100.00**	**56**

	Zone 5: 2.1			
	To 2.1:		From 2.1:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0

	Zone 6: 2.2			
	To 2.2:		From 2.2:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0

29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	1
53: Gate	1.00	0	1.00	1
54: Gate	1.00	0	1.00	1
55: Gate	1.00	0	1.00	1
56: Gate	1.00	0	1.00	1
57: Gate	1.00	0	1.00	1
58: Gate	5.00	1	5.00	3
59: Gate	44.00	5	44.00	25
60: Gate	3.00	0	3.00	2
61: Gate	20.00	2	20.00	12
62: Gate	4.00	0	4.00	2
63: Gate	15.00	2	15.00	9
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	1
67: Gate	0.00	0	0.00	0
Total	**100.00**	**10**	**100.00**	**61**

29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	1
53: Gate	1.00	0	1.00	1
54: Gate	1.00	0	1.00	1
55: Gate	1.00	0	1.00	1
56: Gate	1.00	0	1.00	1
57: Gate	1.00	0	1.00	1
58: Gate	5.00	1	5.00	5
59: Gate	44.00	8	44.00	39
60: Gate	3.00	1	3.00	3
61: Gate	20.00	4	20.00	18
62: Gate	4.00	1	4.00	4
63: Gate	15.00	3	15.00	14
65: Gate	2.00	0	2.00	2
66: Gate	1.00	0	1.00	1
67: Gate	0.00	0	0.00	0
Total	**100.00**	**18**	**100.00**	**92**

	Zone 7: 2.3			
	To 2.3:		From 2.3:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0

	Zone 8: 2.5			
	To 2.5:		From 2.5:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0

19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	1
53: Gate	1.00	0	1.00	1
54: Gate	1.00	0	1.00	1
55: Gate	1.00	0	1.00	1
56: Gate	1.00	0	1.00	1
57: Gate	1.00	0	1.00	1
58: Gate	5.00	1	5.00	4
59: Gate	44.00	8	44.00	38
60: Gate	3.00	1	3.00	3
61: Gate	20.00	4	20.00	18
62: Gate	4.00	1	4.00	4
63: Gate	15.00	3	15.00	13
65: Gate	2.00	0	2.00	2
66: Gate	1.00	0	1.00	1
67: Gate	0.00	0	0.00	0
Total	**100.00**	**18**	**100.00**	**89**

19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	2
59: Gate	44.00	4	44.00	24
60: Gate	3.00	0	3.00	1
61: Gate	20.00	2	20.00	9
62: Gate	4.00	0	4.00	2
63: Gate	15.00	1	15.00	7
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**46**

	Zone 9: 2.6			
	To 2.6:		From 2.6:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0

	Zone 10: 2.7			
	To 2.7:		From 2.7:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0

8: 2.5	0.00	0	0.00	0	8: 2.5	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0	9: 2.6	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0	11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0	12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0	13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0	14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0	15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0	16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0	17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0	18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0	19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0	20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0	21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0	22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0	23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0	24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0	25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0	26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0	27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0	28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0	29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0	30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0	31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0	32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0	33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0	34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0	35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0	36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0	37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0	38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0	39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0	40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0	41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0	42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0	43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0	44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0	45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0	46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0	47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0	48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0	49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0	50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0	51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0	52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0	53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0	54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0	55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0	56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0	57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	2	58: Gate	5.00	1	5.00	2
59: Gate	44.00	4	44.00	22	59: Gate	44.00	4	44.00	26
60: Gate	3.00	0	3.00	1	60: Gate	3.00	0	3.00	1
61: Gate	20.00	2	20.00	9	61: Gate	20.00	2	20.00	10
62: Gate	4.00	0	4.00	2	62: Gate	4.00	0	4.00	2
63: Gate	15.00	1	15.00	7	63: Gate	15.00	2	15.00	7
65: Gate	2.00	0	2.00	1	65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0	66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**44**	**Total**	**100.00**	**9**	**100.00**	**49**

Generated with PTV VISTRO

Version 6.00-02

Zone / Gate	Zone 11: 2.8			
	To 2.8:		From 2.8:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	2

Zone / Gate	Zone 12: 2.9			
	To 2.9:		From 2.9:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	2

59: Gate	44.00	4	44.00	18
60: Gate	3.00	0	3.00	1
61: Gate	20.00	2	20.00	8
62: Gate	4.00	0	4.00	2
63: Gate	15.00	1	15.00	6
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**38**

59: Gate	44.00	4	44.00	20
60: Gate	3.00	0	3.00	1
61: Gate	20.00	2	20.00	8
62: Gate	4.00	0	4.00	2
63: Gate	15.00	1	15.00	6
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**40**

	Zone 13: 2.10			
	To 2.10:		**From 2.10:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0

	Zone 14: 2.11			
	To 2.11:		**From 2.11:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0

49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	1
53: Gate	1.00	0	1.00	1
54: Gate	1.00	0	1.00	1
55: Gate	1.00	0	1.00	1
56: Gate	1.00	0	1.00	1
57: Gate	1.00	0	1.00	1
58: Gate	5.00	1	5.00	3
59: Gate	44.00	5	44.00	20
60: Gate	3.00	0	3.00	2
61: Gate	20.00	2	20.00	11
62: Gate	4.00	0	4.00	2
63: Gate	15.00	2	15.00	8
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	1
67: Gate	0.00	0	0.00	0
Total	**100.00**	**10**	**100.00**	**54**

49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	1
59: Gate	44.00	2	44.00	9
60: Gate	3.00	0	3.00	0
61: Gate	20.00	1	20.00	3
62: Gate	4.00	0	4.00	1
63: Gate	15.00	1	15.00	2
65: Gate	2.00	0	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**4**	**100.00**	**16**

	Zone 15: 2.14			
	To 2.14:		From 2.14:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0

	Zone 16: 2.15			
	To 2.15:		From 2.15:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0

39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	1
59: Gate	44.00	3	44.00	9
60: Gate	3.00	0	3.00	1
61: Gate	20.00	1	20.00	4
62: Gate	4.00	0	4.00	1
63: Gate	15.00	1	15.00	3
65: Gate	2.00	0	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**5**	**100.00**	**19**

39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	1
59: Gate	44.00	4	44.00	14
60: Gate	3.00	0	3.00	1
61: Gate	20.00	2	20.00	5
62: Gate	4.00	0	4.00	1
63: Gate	15.00	1	15.00	4
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**27**

	Zone 17: 2.16			
	To 2.16:		From 2.16:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0

	Zone 18: 2.17			
	To 2.17:		From 2.17:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0

29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	1
59: Gate	44.00	4	44.00	12
60: Gate	3.00	0	3.00	1
61: Gate	20.00	2	20.00	5
62: Gate	4.00	0	4.00	1
63: Gate	15.00	1	15.00	3
65: Gate	2.00	0	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**23**

29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	1
59: Gate	44.00	4	44.00	13
60: Gate	3.00	0	3.00	1
61: Gate	20.00	2	20.00	5
62: Gate	4.00	0	4.00	1
63: Gate	15.00	1	15.00	4
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**26**

	Zone 19: 2.20			
	To 2.20:		From 2.20:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0

	Zone 20: 2.21A			
	To 2.21A:		From 2.21A:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0

18: 2.17	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	1
53: Gate	1.00	0	1.00	1
54: Gate	1.00	0	1.00	1
55: Gate	1.00	0	1.00	1
56: Gate	1.00	0	1.00	1
57: Gate	1.00	0	1.00	1
58: Gate	5.00	1	5.00	3
59: Gate	44.00	5	44.00	20
60: Gate	3.00	0	3.00	2
61: Gate	20.00	2	20.00	11
62: Gate	4.00	0	4.00	2
63: Gate	15.00	2	15.00	8
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	1
67: Gate	0.00	0	0.00	0
Total	**100.00**	**10**	**100.00**	**54**

18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	2
59: Gate	44.00	3	44.00	14
60: Gate	3.00	0	3.00	1
61: Gate	20.00	1	20.00	6
62: Gate	4.00	0	4.00	1
63: Gate	15.00	1	15.00	5
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**5**	**100.00**	**30**

	Zone 21: 2.21B			
	To 2.21B:		From 2.21B:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0

	Zone 22: 2.23A			
	To 2.23A:		From 2.23A:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0

8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	2
59: Gate	44.00	3	44.00	16
60: Gate	3.00	0	3.00	1
61: Gate	20.00	1	20.00	6
62: Gate	4.00	0	4.00	1
63: Gate	15.00	1	15.00	5
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**5**	**100.00**	**32**

8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	1
59: Gate	44.00	2	44.00	12
60: Gate	3.00	0	3.00	1
61: Gate	20.00	1	20.00	5
62: Gate	4.00	0	4.00	1
63: Gate	15.00	1	15.00	4
65: Gate	2.00	0	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**4**	**100.00**	**24**

Generated with PTV VISTRO

Version 6.00-02

Zone / Gate	Zone 23: 2.23B			
	To 2.23B:		From 2.23B:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	2

Zone / Gate	Zone 24: 2.27			
	To 2.27:		From 2.27:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	2

59: Gate	44.00	3	44.00	17
60: Gate	3.00	0	3.00	1
61: Gate	20.00	1	20.00	7
62: Gate	4.00	0	4.00	1
63: Gate	15.00	1	15.00	5
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**5**	**100.00**	**34**

59: Gate	44.00	4	44.00	18
60: Gate	3.00	0	3.00	1
61: Gate	20.00	2	20.00	8
62: Gate	4.00	0	4.00	2
63: Gate	15.00	1	15.00	6
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**38**

	Zone 25: 2.28			
	To 2.28:		**From 2.28:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0

	Zone 26: 2.29			
	To 2.29:		**From 2.29:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0

49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	2
59: Gate	44.00	4	44.00	20
60: Gate	3.00	0	3.00	1
61: Gate	20.00	2	20.00	8
62: Gate	4.00	0	4.00	2
63: Gate	15.00	1	15.00	6
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**40**

49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	1
59: Gate	44.00	4	44.00	14
60: Gate	3.00	0	3.00	1
61: Gate	20.00	2	20.00	6
62: Gate	4.00	0	4.00	1
63: Gate	15.00	1	15.00	4
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**28**

	Zone 27: 2.32			
	To 2.32:		From 2.32:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0

	Zone 28: 2.37			
	To 2.37:		From 2.37:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0

39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	1	5.00	2
59: Gate	44.00	6	44.00	18
60: Gate	3.00	0	3.00	1
61: Gate	20.00	3	20.00	8
62: Gate	4.00	1	4.00	2
63: Gate	15.00	2	15.00	6
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**100.00**	**38**

39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	1	1.00	1
53: Gate	1.00	1	1.00	1
54: Gate	3.00	3	3.00	2
55: Gate	4.00	4	4.00	3
56: Gate	4.00	4	4.00	3
57: Gate	8.00	9	8.00	5
58: Gate	8.00	9	8.00	5
59: Gate	15.00	16	15.00	10
60: Gate	26.00	28	26.00	16
61: Gate	10.00	11	10.00	7
62: Gate	12.00	13	12.00	8
63: Gate	5.00	5	5.00	3
65: Gate	1.00	1	1.00	1
66: Gate	1.00	1	1.00	1
67: Gate	1.00	1	1.00	1
Total	**100.00**	**107**	**100.00**	**67**

	Zone 42: 4.04			
	To 4.04:		From 4.04:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0

	Zone 43: 4.09			
	To 4.09:		From 4.09:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0

28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	3.00	0	3.00	0
55: Gate	4.00	0	4.00	0
56: Gate	4.00	0	4.00	0
57: Gate	8.00	1	8.00	0
58: Gate	8.00	1	8.00	0
59: Gate	15.00	1	15.00	1
60: Gate	26.00	2	26.00	2
61: Gate	10.00	1	10.00	1
62: Gate	12.00	1	12.00	1
63: Gate	5.00	0	5.00	0
65: Gate	1.00	0	1.00	0
66: Gate	1.00	0	1.00	0
67: Gate	1.00	0	1.00	0
Total	**100.00**	**7**	**100.00**	**5**

28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	3.00	0	3.00	0
55: Gate	4.00	0	4.00	0
56: Gate	4.00	0	4.00	0
57: Gate	8.00	0	8.00	0
58: Gate	8.00	0	8.00	0
59: Gate	15.00	0	15.00	0
60: Gate	26.00	1	26.00	2
61: Gate	10.00	0	10.00	0
62: Gate	12.00	0	12.00	0
63: Gate	5.00	0	5.00	0
65: Gate	1.00	0	1.00	0
66: Gate	1.00	0	1.00	0
67: Gate	1.00	0	1.00	0
Total	**100.00**	**1**	**100.00**	**2**

	Zone 44: 4.5			
	To 4.5:		From 4.5:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0

	Zone 45: 5.01			
	To 5.01:		From 5.01:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0

18: 2.17	0.00	0	0.00	0	18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0	19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0	20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0	21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0	22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0	23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0	24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0	25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0	26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0	27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0	28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0	29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0	30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0	31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0	32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0	33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0	34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0	35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0	36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0	37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0	38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0	39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0	40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0	41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0	42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0	43: 4.09	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0	44: 4.5	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0	46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0	47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0	48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0	49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0	50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0	51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	3	1.00	2	52: Gate	1.00	0	1.00	0
53: Gate	2.00	6	2.00	5	53: Gate	1.00	0	1.00	0
54: Gate	2.00	6	2.00	5	54: Gate	1.00	0	1.00	0
55: Gate	1.00	3	1.00	2	55: Gate	1.00	0	1.00	0
56: Gate	4.00	12	4.00	9	56: Gate	1.00	0	1.00	0
57: Gate	5.00	15	5.00	11	57: Gate	1.00	0	1.00	0
58: Gate	6.00	18	6.00	14	58: Gate	5.00	0	5.00	1
59: Gate	30.00	91	30.00	70	59: Gate	44.00	4	44.00	12
60: Gate	5.00	15	5.00	11	60: Gate	3.00	0	3.00	1
61: Gate	18.00	54	18.00	41	61: Gate	20.00	2	20.00	5
62: Gate	12.00	36	12.00	27	62: Gate	4.00	0	4.00	1
63: Gate	11.00	33	11.00	25	63: Gate	15.00	1	15.00	4
65: Gate	1.00	3	1.00	2	65: Gate	2.00	0	2.00	0
66: Gate	1.00	3	1.00	2	66: Gate	1.00	0	1.00	0
67: Gate	1.00	3	1.00	2	67: Gate	0.00	0	0.00	0
Total	**100.00**	**301**	**100.00**	**228**	**Total**	**100.00**	**7**	**100.00**	**24**

	Zone 46: 5.02				Zone 47: 5.03			
	To 5.02:		From 5.02:		To 5.03:		From 5.03:	
Zone / Gate	Share %	Trips	Share %	Trips	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0	0.00	0	0.00	0

8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	2	1.00	1
53: Gate	3.00	7	3.00	3
54: Gate	3.00	7	3.00	3
55: Gate	1.00	2	1.00	1
56: Gate	4.00	9	4.00	4
57: Gate	4.00	9	4.00	4
58: Gate	4.00	9	4.00	4
59: Gate	30.00	69	30.00	34
60: Gate	18.00	41	18.00	19
61: Gate	7.00	16	7.00	8
62: Gate	15.00	35	15.00	16
63: Gate	7.00	16	7.00	8
65: Gate	1.00	2	1.00	1
66: Gate	1.00	2	1.00	1
67: Gate	1.00	2	1.00	1
Total	**100.00**	**228**	**100.00**	**108**

8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	2
59: Gate	44.00	3	44.00	17
60: Gate	3.00	0	3.00	1
61: Gate	20.00	1	20.00	7
62: Gate	4.00	0	4.00	1
63: Gate	15.00	1	15.00	5
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**5**	**100.00**	**34**

Zone / Gate	Zone 48: 5.06			
	To 5.06:		From 5.06:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	1
53: Gate	1.00	0	1.00	1
54: Gate	1.00	0	1.00	1
55: Gate	1.00	0	1.00	1
56: Gate	1.00	0	1.00	1
57: Gate	1.00	0	1.00	1
58: Gate	5.00	1	5.00	4

Zone / Gate	Zone 49: 5.09			
	To 5.09:		From 5.09:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	0	5.00	2

59: Gate	44.00	13	44.00	37
60: Gate	3.00	1	3.00	3
61: Gate	20.00	6	20.00	18
62: Gate	4.00	1	4.00	4
63: Gate	15.00	4	15.00	13
65: Gate	2.00	1	2.00	2
66: Gate	1.00	0	1.00	1
67: Gate	0.00	0	0.00	0
Total	**100.00**	**27**	**100.00**	**88**

59: Gate	44.00	3	44.00	18
60: Gate	3.00	0	3.00	1
61: Gate	20.00	1	20.00	7
62: Gate	4.00	0	4.00	1
63: Gate	15.00	1	15.00	5
65: Gate	2.00	0	2.00	1
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**5**	**100.00**	**35**

	Zone 50: 5.10			
	To 5.10:		From 5.10:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0

	Zone 51: Laurich NAP			
	To Laurich NAP:		From Laurich NAP:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0

48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	3.00	1	3.00	1
54: Gate	3.00	1	3.00	1
55: Gate	1.00	0	1.00	0
56: Gate	4.00	2	4.00	2
57: Gate	4.00	2	4.00	2
58: Gate	4.00	2	4.00	2
59: Gate	30.00	14	30.00	13
60: Gate	18.00	9	18.00	7
61: Gate	7.00	3	7.00	3
62: Gate	15.00	7	15.00	6
63: Gate	7.00	3	7.00	3
65: Gate	1.00	0	1.00	0
66: Gate	1.00	0	1.00	0
67: Gate	1.00	0	1.00	0
Total	**100.00**	**44**	**100.00**	**40**

48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
52: Gate	1.00	1	1.00	1
53: Gate	1.00	1	1.00	1
54: Gate	3.00	3	3.00	2
55: Gate	4.00	4	4.00	3
56: Gate	4.00	4	4.00	3
57: Gate	8.00	8	8.00	5
58: Gate	8.00	8	8.00	5
59: Gate	15.00	16	15.00	10
60: Gate	26.00	28	26.00	14
61: Gate	10.00	11	10.00	7
62: Gate	12.00	13	12.00	8
63: Gate	5.00	5	5.00	3
65: Gate	1.00	1	1.00	1
66: Gate	1.00	1	1.00	1
67: Gate	1.00	1	1.00	1
Total	**100.00**	**105**	**100.00**	**65**

Vistro File: J:\...\160317 Skye Canyon External Vistro Model_Modified 180927.vistro
Report File: J:\...\180927_2016 model external without SCE_PM.pdf

Scenario 2 2 External PM Scenario

9/27/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Kyle Canyon Road & Oso Blanco Road	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	102	4	51	3	6	0	0	3	132	65	0	3	369
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**102**	**4**	**51**	**3**	**6**	**0**	**0**	**3**	**132**	**65**	**0**	**3**	**369**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Log Cabin Way & Parcel 3.13 / Parcel 3.08	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	26	0	0	28	0	54
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**28**	**0**	**54**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	Log Cabin Way & Skye Canyon Park Drive	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	18	0	8	0	0	0	0	26	0	16	10	0	78
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**18**	**0**	**8**	**0**	**0**	**0**	**0**	**26**	**0**	**16**	**10**	**0**	**78**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Log Cabin Way & El Capitan Way	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	0	0	0	0	0	0	12	22	0	20	0	60
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**22**	**0**	**20**	**0**	**60**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Ohare Road & Skye Canyon Park Drive	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	26	0	0	16	0	0	0	0	0	0	0	42
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**26**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Iron Mountai Road & SKye Canyon Park Drive	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	17	12	0	16	0	0	0	0	19	0	9	73
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**17**	**12**	**0**	**16**	**0**	**0**	**0**	**0**	**19**	**0**	**9**	**73**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Brent Lane & Skye Canyon Park Drive	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	20	26	0	35	0	0	0	0	31	0	9	121
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**20**	**26**	**0**	**35**	**0**	**0**	**0**	**0**	**31**	**0**	**9**	**121**

ID	Intersection Name	Volume Type	Southbound			Northeastbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Sjye Canyon Park Drive & Fort Apache Road	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	66	0	0	46	52	70	0	0	0	0	0	234
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**66**	**0**	**0**	**46**	**52**	**70**	**0**	**0**	**0**	**0**	**0**	**234**

ID	Intersection Name	Volume Type	Southbound			Westbound			Northeastbound			Northwestbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Horse Drive / Sky Point Drive & Fort Apache Road	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	26	0	26	0	0	34	36	0	0	0	0	0	122
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**26**	**0**	**26**	**0**	**0**	**34**	**36**	**0**	**0**	**0**	**0**	**0**	**122**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Horse Drive & El Capitan Way	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	5	0	0	0	26	0	0	34	5	70
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**26**	**0**	**0**	**34**	**5**	**70**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Grand Teton Drive & El Capitan Way	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	25	0	0	0	0	26	0	20	36	0	107
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**26**	**0**	**20**	**36**	**0**	**107**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Durando Drive & El Capitan Way / Farm Road	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	25	83	123	0	87	0	143	0	0	0	0	20	481
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**25**	**83**	**123**	**0**	**87**	**0**	**143**	**0**	**0**	**0**	**0**	**20**	**481**

ID	Intersection Name	Volume Type	Northbound			Northeastbound		Southwestbound		Total Volume
			Left	Thru	Right	Left	Thru	Thru	Right	
16	NeDurango Drive & US 95 NB Rampw Intersection	Final Base	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0
		Net New Trips	93	0	0	0	231	20	230	574
		Other	0	0	0	0	0	0	0	0
		Future Total	**93**	**0**	**0**	**0**	**231**	**20**	**230**	**574**

ID	Intersection Name	Volume Type	Northbound		Southbound			Southwestbound		Total Volume
			Thru	Right	2	Left	Thru	Left	Thru	
17	Durango Drive & US 95 SB Ramp	Final Base	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0
		Net New Trips	52	94	179	0	0	0	113	438
		Other	0	0	0	0	0	0	0	0
		Future Total	**52**	**94**	**179**	**0**	**0**	**0**	**113**	**438**

ID	Intersection Name	Volume Type	Eastbound			Westbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
19	Skye Canyon Park Drive & US 95	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	7	98	675	0	136	0	904	26	0	0	18	16	1880
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**7**	**98**	**675**	**0**	**136**	**0**	**904**	**26**	**0**	**0**	**18**	**16**	**1880**

Vistro File: J:\...\160317 Skye Canyon External Vistro Model_Modified 180927.vistro

Scenario 2 2 External PM Scenario

Report File: J:\...\180927_2016 model external without SCE_PM.pdf

9/27/2018

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: 1.1				1.000	0.000	50.00	50.00	41	24	65	1.49
2: 1.2				1.000	0.000	50.00	50.00	51	30	81	1.86
3: 1.3				1.000	0.000	50.00	50.00	56	33	89	2.04
4: 1.4				1.000	0.000	50.00	50.00	51	30	81	1.86
5: 2.1				1.000	0.000	50.00	50.00	58	29	87	2.00
6: 2.2				1.000	0.000	50.00	50.00	88	43	131	3.01
7: 2.3				1.000	0.000	50.00	50.00	85	42	127	2.91
8: 2.5				1.000	0.000	50.00	50.00	43	21	64	1.47
9: 2.6				1.000	0.000	50.00	50.00	41	20	61	1.40
10: 2.7				1.000	0.000	50.00	50.00	46	23	69	1.58
11: 2.8				1.000	0.000	50.00	50.00	36	18	54	1.24
12: 2.9				1.000	0.000	50.00	50.00	38	19	57	1.31
13: 2.10				1.000	0.000	50.00	50.00	50	25	75	1.72
14: 2.11				1.000	0.000	50.00	50.00	14	9	23	0.53
15: 2.14				1.000	0.000	50.00	50.00	17	10	27	0.62
16: 2.15				1.000	0.000	50.00	50.00	24	14	38	0.87
17: 2.16				1.000	0.000	50.00	50.00	21	12	33	0.76
18: 2.17				1.000	0.000	50.00	50.00	23	14	37	0.85
19: 2.20				1.000	0.000	50.00	50.00	50	25	75	1.72
20: 2.21A				1.000	0.000	50.00	50.00	28	14	42	0.96
21: 2.21B				1.000	0.000	50.00	50.00	29	14	43	0.99
22: 2.23A				1.000	0.000	50.00	50.00	22	11	33	0.76
23: 2.23B				1.000	0.000	50.00	50.00	31	15	46	1.06
24: 2.27				1.000	0.000	50.00	50.00	36	18	54	1.24
25: 2.28				1.000	0.000	50.00	50.00	37	18	55	1.26
26: 2.29				1.000	0.000	50.00	50.00	25	15	40	0.92
27: 2.32				1.000	0.000	50.00	50.00	34	20	54	1.24
28: 2.37				1.000	0.000	50.00	50.00	306	331	637	14.61
42: 4.04				1.000	0.000	50.00	50.00	21	23	44	1.01
43: 4.09				1.000	0.000	50.00	50.00	8	9	17	0.39
44: 4.5				1.000	0.000	50.00	50.00	438	405	843	19.34
45: 5.01				1.000	0.000	50.00	50.00	21	13	34	0.78
46: 5.02				1.000	0.000	50.00	50.00	89	180	269	6.17
47: 5.03				1.000	0.000	50.00	50.00	32	16	48	1.10
48: 5.06				1.000	0.000	50.00	50.00	80	47	127	2.91
49: 5.09				1.000	0.000	50.00	50.00	33	16	49	1.12
50: 5.10				1.000	0.000	50.00	50.00	17	18	35	0.80
51: Laurich NAP				1.000	50.000	50.00	50.00	295	320	615	14.11
					Added Trips Total			**2415**	**1944**	**4359**	**100.00**

Vistro File: J:\...\160317 Skye Canyon External Vistro Model_Modified 180927.vistro
Report File: J:\...\180927_2016 model external without SCE_PM.pdf

Scenario 2 2 External PM Scenario

9/27/2018

Trip Distribution summary

Zone / Gate	Zone 1: 1.1			
	To 1.1:		From 1.1:	
	Share %	Trips	Share %	Trips
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0

Zone / Gate	Zone 2: 1.2			
	To 1.2:		From 1.2:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0

49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	2	5.00	1
59: Gate	44.00	18	44.00	12
60: Gate	3.00	1	3.00	1
61: Gate	20.00	8	20.00	5
62: Gate	4.00	2	4.00	1
63: Gate	15.00	6	15.00	4
65: Gate	2.00	1	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**38**	**100.00**	**24**

49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	1	1.00	0
53: Gate	1.00	1	1.00	0
54: Gate	1.00	1	1.00	0
55: Gate	1.00	1	1.00	0
56: Gate	1.00	1	1.00	0
57: Gate	1.00	1	1.00	0
58: Gate	5.00	3	5.00	2
59: Gate	44.00	22	44.00	14
60: Gate	3.00	2	3.00	1
61: Gate	20.00	10	20.00	6
62: Gate	4.00	2	4.00	1
63: Gate	15.00	8	15.00	5
65: Gate	2.00	1	2.00	1
66: Gate	1.00	1	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**55**	**100.00**	**30**

	Zone 3: 1.3			
	To 1.3:		**From 1.3:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0

	Zone 4: 1.4			
	To 1.4:		**From 1.4:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0

39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	1	1.00	0
53: Gate	1.00	1	1.00	0
54: Gate	1.00	1	1.00	0
55: Gate	1.00	1	1.00	0
56: Gate	1.00	1	1.00	0
57: Gate	1.00	1	1.00	0
58: Gate	5.00	3	5.00	2
59: Gate	44.00	25	44.00	16
60: Gate	3.00	2	3.00	1
61: Gate	20.00	11	20.00	7
62: Gate	4.00	2	4.00	1
63: Gate	15.00	8	15.00	5
65: Gate	2.00	1	2.00	1
66: Gate	1.00	1	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**59**	**100.00**	**33**

39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	1	1.00	0
53: Gate	1.00	1	1.00	0
54: Gate	1.00	1	1.00	0
55: Gate	1.00	1	1.00	0
56: Gate	1.00	1	1.00	0
57: Gate	1.00	1	1.00	0
58: Gate	5.00	3	5.00	2
59: Gate	44.00	22	44.00	14
60: Gate	3.00	2	3.00	1
61: Gate	20.00	10	20.00	6
62: Gate	4.00	2	4.00	1
63: Gate	15.00	8	15.00	5
65: Gate	2.00	1	2.00	1
66: Gate	1.00	1	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**55**	**100.00**	**30**

	Zone 5: 2.1			
	To 2.1:		From 2.1:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0

	Zone 6: 2.2			
	To 2.2:		From 2.2:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0

29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	1	1.00	0
53: Gate	1.00	1	1.00	0
54: Gate	1.00	1	1.00	0
55: Gate	1.00	1	1.00	0
56: Gate	1.00	1	1.00	0
57: Gate	1.00	1	1.00	0
58: Gate	5.00	3	5.00	1
59: Gate	44.00	26	44.00	15
60: Gate	3.00	2	3.00	1
61: Gate	20.00	12	20.00	6
62: Gate	4.00	2	4.00	1
63: Gate	15.00	9	15.00	4
65: Gate	2.00	1	2.00	1
66: Gate	1.00	1	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**62**	**100.00**	**29**

29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	1	1.00	0
53: Gate	1.00	1	1.00	0
54: Gate	1.00	1	1.00	0
55: Gate	1.00	1	1.00	0
56: Gate	1.00	1	1.00	0
57: Gate	1.00	1	1.00	0
58: Gate	5.00	4	5.00	2
59: Gate	44.00	39	44.00	22
60: Gate	3.00	3	3.00	1
61: Gate	20.00	18	20.00	9
62: Gate	4.00	4	4.00	2
63: Gate	15.00	13	15.00	6
65: Gate	2.00	2	2.00	1
66: Gate	1.00	1	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**90**	**100.00**	**43**

	Zone 7: 2.3			
	To 2.3:		From 2.3:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0

	Zone 8: 2.5			
	To 2.5:		From 2.5:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0

19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	1	1.00	0
53: Gate	1.00	1	1.00	0
54: Gate	1.00	1	1.00	0
55: Gate	1.00	1	1.00	0
56: Gate	1.00	1	1.00	0
57: Gate	1.00	1	1.00	0
58: Gate	5.00	4	5.00	2
59: Gate	44.00	37	44.00	22
60: Gate	3.00	3	3.00	1
61: Gate	20.00	17	20.00	8
62: Gate	4.00	3	4.00	2
63: Gate	15.00	13	15.00	6
65: Gate	2.00	2	2.00	1
66: Gate	1.00	1	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**86**	**100.00**	**42**

19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	2	5.00	1
59: Gate	44.00	19	44.00	11
60: Gate	3.00	1	3.00	1
61: Gate	20.00	9	20.00	4
62: Gate	4.00	2	4.00	1
63: Gate	15.00	6	15.00	3
65: Gate	2.00	1	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**40**	**100.00**	**21**

	Zone 9: 2.6			
	To 2.6:		From 2.6:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0

	Zone 10: 2.7			
	To 2.7:		From 2.7:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0

8: 2.5	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	2	5.00	1
59: Gate	44.00	18	44.00	10
60: Gate	3.00	1	3.00	1
61: Gate	20.00	8	20.00	4
62: Gate	4.00	2	4.00	1
63: Gate	15.00	6	15.00	3
65: Gate	2.00	1	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**38**	**100.00**	**20**

8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	2	5.00	1
59: Gate	44.00	20	44.00	12
60: Gate	3.00	1	3.00	1
61: Gate	20.00	9	20.00	5
62: Gate	4.00	2	4.00	1
63: Gate	15.00	7	15.00	3
65: Gate	2.00	1	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**42**	**100.00**	**23**

Generated with PTV VISTRO

Version 6.00-02

Zone / Gate	Zone 11: 2.8			
	To 2.8:		From 2.8:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	2	5.00	1

Zone / Gate	Zone 12: 2.9			
	To 2.9:		From 2.9:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	2	5.00	1

59: Gate	44.00	16	44.00	8
60: Gate	3.00	1	3.00	1
61: Gate	20.00	7	20.00	4
62: Gate	4.00	1	4.00	1
63: Gate	15.00	5	15.00	3
65: Gate	2.00	1	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**33**	**100.00**	**18**

59: Gate	44.00	17	44.00	9
60: Gate	3.00	1	3.00	1
61: Gate	20.00	8	20.00	4
62: Gate	4.00	2	4.00	1
63: Gate	15.00	6	15.00	3
65: Gate	2.00	1	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**37**	**100.00**	**19**

	Zone 13: 2.10			
	To 2.10:		**From 2.10:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0

	Zone 14: 2.11			
	To 2.11:		**From 2.11:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0

49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	1	1.00	0
53: Gate	1.00	1	1.00	0
54: Gate	1.00	1	1.00	0
55: Gate	1.00	1	1.00	0
56: Gate	1.00	1	1.00	0
57: Gate	1.00	1	1.00	0
58: Gate	5.00	3	5.00	1
59: Gate	44.00	22	44.00	12
60: Gate	3.00	2	3.00	1
61: Gate	20.00	10	20.00	5
62: Gate	4.00	2	4.00	1
63: Gate	15.00	8	15.00	4
65: Gate	2.00	1	2.00	1
66: Gate	1.00	1	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**55**	**100.00**	**25**

49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	1	5.00	0
59: Gate	44.00	6	44.00	6
60: Gate	3.00	0	3.00	0
61: Gate	20.00	3	20.00	2
62: Gate	4.00	1	4.00	0
63: Gate	15.00	2	15.00	1
65: Gate	2.00	0	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**100.00**	**9**

	Zone 15: 2.14			
	To 2.14:		**From 2.14:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0

	Zone 16: 2.15			
	To 2.15:		**From 2.15:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0

39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	1	5.00	1
59: Gate	44.00	7	44.00	5
60: Gate	3.00	1	3.00	0
61: Gate	20.00	3	20.00	2
62: Gate	4.00	1	4.00	0
63: Gate	15.00	3	15.00	2
65: Gate	2.00	0	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**16**	**100.00**	**10**

39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	1	5.00	1
59: Gate	44.00	11	44.00	7
60: Gate	3.00	1	3.00	0
61: Gate	20.00	5	20.00	3
62: Gate	4.00	1	4.00	1
63: Gate	15.00	4	15.00	2
65: Gate	2.00	0	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**23**	**100.00**	**14**

	Zone 17: 2.16			
	To 2.16:		From 2.16:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0

	Zone 18: 2.17			
	To 2.17:		From 2.17:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0

29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	1	5.00	1
59: Gate	44.00	9	44.00	7
60: Gate	3.00	1	3.00	0
61: Gate	20.00	4	20.00	2
62: Gate	4.00	1	4.00	0
63: Gate	15.00	3	15.00	2
65: Gate	2.00	0	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**19**	**100.00**	**12**

29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	1	5.00	1
59: Gate	44.00	10	44.00	7
60: Gate	3.00	1	3.00	0
61: Gate	20.00	5	20.00	3
62: Gate	4.00	1	4.00	1
63: Gate	15.00	3	15.00	2
65: Gate	2.00	0	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**21**	**100.00**	**14**

	Zone 19: 2.20			
	To 2.20:		From 2.20:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0

	Zone 20: 2.21A			
	To 2.21A:		From 2.21A:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0

18: 2.17	0.00	0	0.00	0	18: 2.17	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0	19: 2.20	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0	21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0	22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0	23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0	24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0	25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0	26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0	27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0	28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0	29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0	30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0	31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0	32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0	33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0	34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0	35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0	36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0	37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0	38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0	39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0	40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0	41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0	42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0	43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0	44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0	45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0	46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0	47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0	48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0	49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0	50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0	51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	1	1.00	0	52: Gate	1.00	0	1.00	0
53: Gate	1.00	1	1.00	0	53: Gate	1.00	0	1.00	0
54: Gate	1.00	1	1.00	0	54: Gate	1.00	0	1.00	0
55: Gate	1.00	1	1.00	0	55: Gate	1.00	0	1.00	0
56: Gate	1.00	1	1.00	0	56: Gate	1.00	0	1.00	0
57: Gate	1.00	1	1.00	0	57: Gate	1.00	0	1.00	0
58: Gate	5.00	3	5.00	1	58: Gate	5.00	1	5.00	1
59: Gate	44.00	22	44.00	12	59: Gate	44.00	12	44.00	7
60: Gate	3.00	2	3.00	1	60: Gate	3.00	1	3.00	0
61: Gate	20.00	10	20.00	5	61: Gate	20.00	6	20.00	3
62: Gate	4.00	2	4.00	1	62: Gate	4.00	1	4.00	1
63: Gate	15.00	8	15.00	4	63: Gate	15.00	4	15.00	2
65: Gate	2.00	1	2.00	1	65: Gate	2.00	1	2.00	0
66: Gate	1.00	1	1.00	0	66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
Total	**100.00**	**55**	**100.00**	**25**	**Total**	**100.00**	**26**	**100.00**	**14**

	Zone 21: 2.21B					Zone 22: 2.23A			
	To 2.21B:		From 2.21B:			To 2.23A:		From 2.23A:	
Zone / Gate	Share %	Trips	Share %	Trips	Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0	1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0	2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0	3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0	4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0	5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0	6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0	7: 2.3	0.00	0	0.00	0

8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	1	5.00	1
59: Gate	44.00	13	44.00	7
60: Gate	3.00	1	3.00	0
61: Gate	20.00	6	20.00	3
62: Gate	4.00	1	4.00	1
63: Gate	15.00	4	15.00	2
65: Gate	2.00	1	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**27**	**100.00**	**14**

8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	1	5.00	1
59: Gate	44.00	10	44.00	6
60: Gate	3.00	1	3.00	0
61: Gate	20.00	4	20.00	2
62: Gate	4.00	1	4.00	0
63: Gate	15.00	3	15.00	2
65: Gate	2.00	0	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**20**	**100.00**	**11**

Generated with PTV VISTRO

Version 6.00-02

Zone / Gate	Zone 23: 2.23B			
	To 2.23B:		From 2.23B:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	2	5.00	1

Zone / Gate	Zone 24: 2.27			
	To 2.27:		From 2.27:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	2	5.00	1

59: Gate	44.00	14	44.00	8
60: Gate	3.00	1	3.00	0
61: Gate	20.00	6	20.00	3
62: Gate	4.00	1	4.00	1
63: Gate	15.00	5	15.00	2
65: Gate	2.00	1	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**30**	**100.00**	**15**

59: Gate	44.00	16	44.00	8
60: Gate	3.00	1	3.00	1
61: Gate	20.00	7	20.00	4
62: Gate	4.00	1	4.00	1
63: Gate	15.00	5	15.00	3
65: Gate	2.00	1	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**33**	**100.00**	**18**

	Zone 25: 2.28			
	To 2.28:		**From 2.28:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0

	Zone 26: 2.29			
	To 2.29:		**From 2.29:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0

49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	2	5.00	1
59: Gate	44.00	16	44.00	8
60: Gate	3.00	1	3.00	1
61: Gate	20.00	7	20.00	4
62: Gate	4.00	1	4.00	1
63: Gate	15.00	6	15.00	3
65: Gate	2.00	1	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**34**	**100.00**	**18**

49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	1	5.00	1
59: Gate	44.00	11	44.00	8
60: Gate	3.00	1	3.00	0
61: Gate	20.00	5	20.00	3
62: Gate	4.00	1	4.00	1
63: Gate	15.00	4	15.00	2
65: Gate	2.00	1	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**24**	**100.00**	**15**

	Zone 27: 2.32			
	To 2.32:		**From 2.32:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0

	Zone 28: 2.37			
	To 2.37:		**From 2.37:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0

39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	2	5.00	1
59: Gate	44.00	15	44.00	10
60: Gate	3.00	1	3.00	1
61: Gate	20.00	7	20.00	4
62: Gate	4.00	1	4.00	1
63: Gate	15.00	5	15.00	3
65: Gate	2.00	1	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**32**	**100.00**	**20**

39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	3	1.00	3
53: Gate	1.00	3	1.00	3
54: Gate	3.00	9	3.00	10
55: Gate	4.00	12	4.00	13
56: Gate	4.00	12	4.00	13
57: Gate	8.00	24	8.00	26
58: Gate	8.00	24	8.00	26
59: Gate	15.00	46	15.00	50
60: Gate	26.00	80	26.00	88
61: Gate	10.00	31	10.00	33
62: Gate	12.00	37	12.00	40
63: Gate	5.00	15	5.00	17
65: Gate	1.00	3	1.00	3
66: Gate	1.00	3	1.00	3
67: Gate	1.00	3	1.00	3
Total	**100.00**	**305**	**100.00**	**331**

	Zone 42: 4.04			
	To 4.04:		From 4.04:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0

	Zone 43: 4.09			
	To 4.09:		From 4.09:	
Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0

28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	3.00	1	3.00	1
55: Gate	4.00	1	4.00	1
56: Gate	4.00	1	4.00	1
57: Gate	8.00	2	8.00	2
58: Gate	8.00	2	8.00	2
59: Gate	15.00	3	15.00	3
60: Gate	26.00	5	26.00	7
61: Gate	10.00	2	10.00	2
62: Gate	12.00	3	12.00	3
63: Gate	5.00	1	5.00	1
65: Gate	1.00	0	1.00	0
66: Gate	1.00	0	1.00	0
67: Gate	1.00	0	1.00	0
Total	**100.00**	**21**	**100.00**	**23**

28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	3.00	0	3.00	0
55: Gate	4.00	0	4.00	0
56: Gate	4.00	0	4.00	0
57: Gate	8.00	1	8.00	1
58: Gate	8.00	1	8.00	1
59: Gate	15.00	1	15.00	1
60: Gate	26.00	2	26.00	4
61: Gate	10.00	1	10.00	1
62: Gate	12.00	1	12.00	1
63: Gate	5.00	0	5.00	0
65: Gate	1.00	0	1.00	0
66: Gate	1.00	0	1.00	0
67: Gate	1.00	0	1.00	0
Total	**100.00**	**7**	**100.00**	**9**

	Zone 44: 4.5			
	To 4.5:		**From 4.5:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0

	Zone 45: 5.01			
	To 5.01:		**From 5.01:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0

18: 2.17	0.00	0	0.00	0	18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0	19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0	20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0	21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0	22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0	23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0	24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0	25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0	26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0	27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0	28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0	29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0	30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0	31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0	32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0	33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0	34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0	35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0	36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0	37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0	38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0	39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0	40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0	41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0	42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0	43: 4.09	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0	44: 4.5	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0	46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0	47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0	48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0	49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0	50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0	51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	4	1.00	4	52: Gate	1.00	0	1.00	0
53: Gate	2.00	9	2.00	8	53: Gate	1.00	0	1.00	0
54: Gate	2.00	9	2.00	8	54: Gate	1.00	0	1.00	0
55: Gate	1.00	4	1.00	4	55: Gate	1.00	0	1.00	0
56: Gate	4.00	18	4.00	16	56: Gate	1.00	0	1.00	0
57: Gate	5.00	22	5.00	20	57: Gate	1.00	0	1.00	0
58: Gate	6.00	26	6.00	24	58: Gate	5.00	1	5.00	1
59: Gate	30.00	131	30.00	122	59: Gate	44.00	9	44.00	6
60: Gate	5.00	22	5.00	20	60: Gate	3.00	1	3.00	0
61: Gate	18.00	79	18.00	73	61: Gate	20.00	4	20.00	3
62: Gate	12.00	53	12.00	49	62: Gate	4.00	1	4.00	1
63: Gate	11.00	48	11.00	45	63: Gate	15.00	3	15.00	2
65: Gate	1.00	4	1.00	4	65: Gate	2.00	0	2.00	0
66: Gate	1.00	4	1.00	4	66: Gate	1.00	0	1.00	0
67: Gate	1.00	4	1.00	4	67: Gate	0.00	0	0.00	0
Total	**100.00**	**437**	**100.00**	**405**	**Total**	**100.00**	**19**	**100.00**	**13**

	Zone 46: 5.02					Zone 47: 5.03			
	To 5.02:		From 5.02:			To 5.03:		From 5.03:	
Zone / Gate	Share %	Trips	Share %	Trips	Zone / Gate	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0	1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0	2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0	3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0	4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0	5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0	6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0	7: 2.3	0.00	0	0.00	0

8: 2.5	0.00	0	0.00	0	8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0	9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0	10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0	11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0	12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0	13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0	14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0	15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0	16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0	17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0	18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0	19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0	20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0	21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0	22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0	23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0	24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0	25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0	26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0	27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0	28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0	29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0	30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0	31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0	32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0	33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0	34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0	35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0	36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0	37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0	38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0	39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0	40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0	41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0	42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0	43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0	44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0	45: 5.01	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0	46: 5.02	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0	48: 5.06	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0	49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0	50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0	51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	1	1.00	2	52: Gate	1.00	0	1.00	0
53: Gate	3.00	3	3.00	5	53: Gate	1.00	0	1.00	0
54: Gate	3.00	3	3.00	5	54: Gate	1.00	0	1.00	0
55: Gate	1.00	1	1.00	2	55: Gate	1.00	0	1.00	0
56: Gate	4.00	4	4.00	7	56: Gate	1.00	0	1.00	0
57: Gate	4.00	4	4.00	7	57: Gate	1.00	0	1.00	0
58: Gate	4.00	4	4.00	7	58: Gate	5.00	2	5.00	1
59: Gate	30.00	27	30.00	54	59: Gate	44.00	14	44.00	9
60: Gate	18.00	16	18.00	32	60: Gate	3.00	1	3.00	0
61: Gate	7.00	6	7.00	13	61: Gate	20.00	6	20.00	3
62: Gate	15.00	13	15.00	27	62: Gate	4.00	1	4.00	1
63: Gate	7.00	6	7.00	13	63: Gate	15.00	5	15.00	2
65: Gate	1.00	1	1.00	2	65: Gate	2.00	1	2.00	0
66: Gate	1.00	1	1.00	2	66: Gate	1.00	0	1.00	0
67: Gate	1.00	1	1.00	2	67: Gate	0.00	0	0.00	0
Total	**100.00**	**91**	**100.00**	**180**	**Total**	**100.00**	**30**	**100.00**	**16**

Zone / Gate	Zone 48: 5.06			
	To 5.06:		From 5.06:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	1	1.00	0
53: Gate	1.00	1	1.00	0
54: Gate	1.00	1	1.00	0
55: Gate	1.00	1	1.00	0
56: Gate	1.00	1	1.00	0
57: Gate	1.00	1	1.00	0
58: Gate	5.00	4	5.00	2

Zone / Gate	Zone 49: 5.09			
	To 5.09:		From 5.09:	
	Share %	Trips	Share %	Trips
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0
48: 5.06	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	1.00	0	1.00	0
54: Gate	1.00	0	1.00	0
55: Gate	1.00	0	1.00	0
56: Gate	1.00	0	1.00	0
57: Gate	1.00	0	1.00	0
58: Gate	5.00	2	5.00	1

59: Gate	44.00	35	44.00	25
60: Gate	3.00	2	3.00	1
61: Gate	20.00	16	20.00	9
62: Gate	4.00	3	4.00	2
63: Gate	15.00	12	15.00	7
65: Gate	2.00	2	2.00	1
66: Gate	1.00	1	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**81**	**100.00**	**47**

59: Gate	44.00	15	44.00	9
60: Gate	3.00	1	3.00	0
61: Gate	20.00	7	20.00	3
62: Gate	4.00	1	4.00	1
63: Gate	15.00	5	15.00	2
65: Gate	2.00	1	2.00	0
66: Gate	1.00	0	1.00	0
67: Gate	0.00	0	0.00	0
Total	**100.00**	**32**	**100.00**	**16**

	Zone 50: 5.10			
	To 5.10:		**From 5.10:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0

	Zone 51: Laurich NAP			
	To Laurich NAP:		**From Laurich NAP:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: 1.1	0.00	0	0.00	0
2: 1.2	0.00	0	0.00	0
3: 1.3	0.00	0	0.00	0
4: 1.4	0.00	0	0.00	0
5: 2.1	0.00	0	0.00	0
6: 2.2	0.00	0	0.00	0
7: 2.3	0.00	0	0.00	0
8: 2.5	0.00	0	0.00	0
9: 2.6	0.00	0	0.00	0
10: 2.7	0.00	0	0.00	0
11: 2.8	0.00	0	0.00	0
12: 2.9	0.00	0	0.00	0
13: 2.10	0.00	0	0.00	0
14: 2.11	0.00	0	0.00	0
15: 2.14	0.00	0	0.00	0
16: 2.15	0.00	0	0.00	0
17: 2.16	0.00	0	0.00	0
18: 2.17	0.00	0	0.00	0
19: 2.20	0.00	0	0.00	0
20: 2.21A	0.00	0	0.00	0
21: 2.21B	0.00	0	0.00	0
22: 2.23A	0.00	0	0.00	0
23: 2.23B	0.00	0	0.00	0
24: 2.27	0.00	0	0.00	0
25: 2.28	0.00	0	0.00	0
26: 2.29	0.00	0	0.00	0
27: 2.32	0.00	0	0.00	0
28: 2.37	0.00	0	0.00	0
29: 3.01	0.00	0	0.00	0
30: 3.03	0.00	0	0.00	0
31: 3.04	0.00	0	0.00	0
32: 3.05	0.00	0	0.00	0
33: 3.07	0.00	0	0.00	0
34: 3.08	0.00	0	0.00	0
35: 3.09	0.00	0	0.00	0
36: 3.10	0.00	0	0.00	0
37: 3.11	0.00	0	0.00	0
38: 3.06	0.00	0	0.00	0
39: 3.13	0.00	0	0.00	0
40: 3.14	0.00	0	0.00	0
41: 3.15	0.00	0	0.00	0
42: 4.04	0.00	0	0.00	0
43: 4.09	0.00	0	0.00	0
44: 4.5	0.00	0	0.00	0
45: 5.01	0.00	0	0.00	0
46: 5.02	0.00	0	0.00	0
47: 5.03	0.00	0	0.00	0

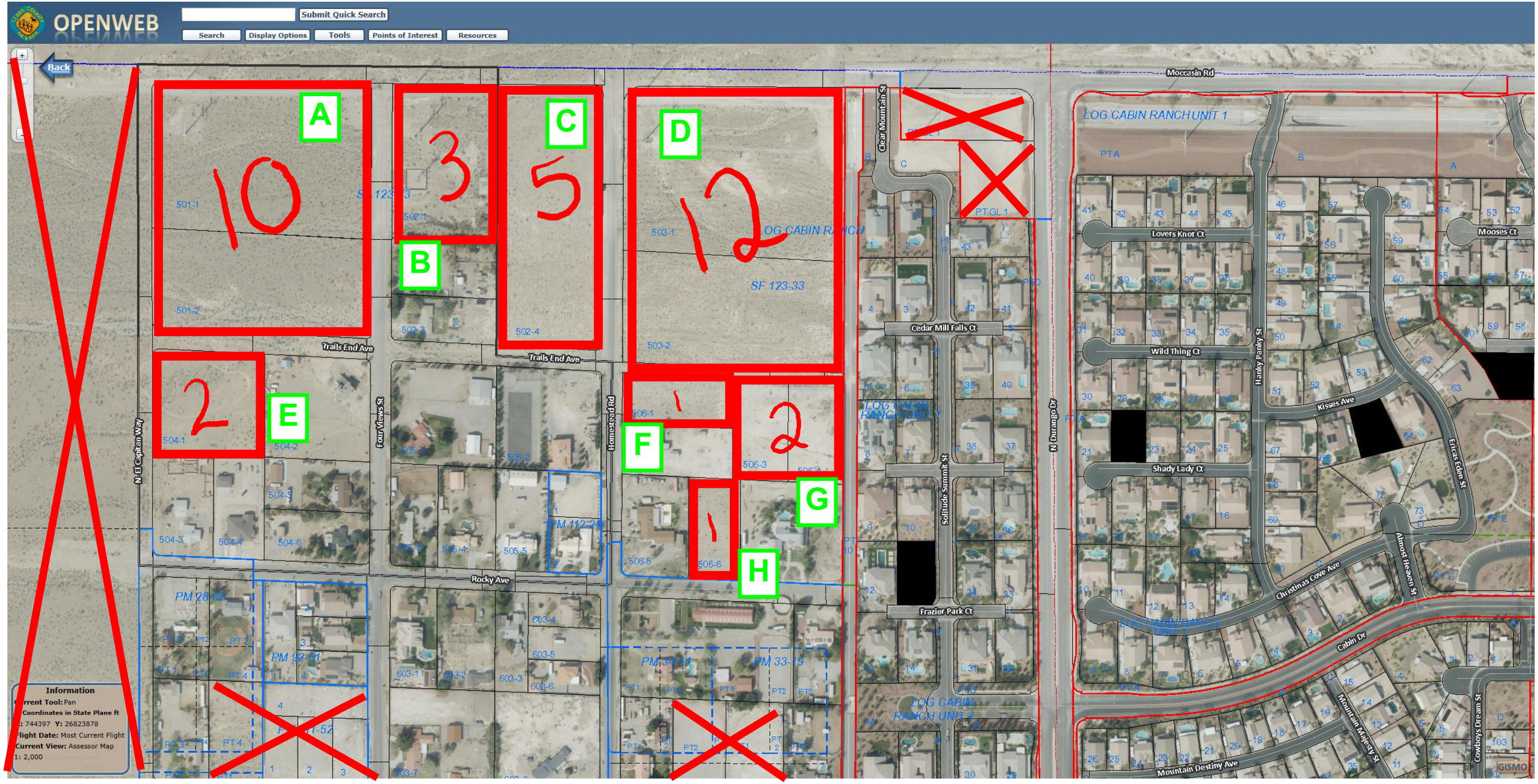
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49: 5.09	0.00	0	0.00	0
51: Laurich NAP	0.00	0	0.00	0
52: Gate	1.00	0	1.00	0
53: Gate	3.00	1	3.00	1
54: Gate	3.00	1	3.00	1
55: Gate	1.00	0	1.00	0
56: Gate	4.00	1	4.00	1
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59: Gate	30.00	5	30.00	5
60: Gate	18.00	3	18.00	3
61: Gate	7.00	1	7.00	1
62: Gate	15.00	3	15.00	3
63: Gate	7.00	1	7.00	1
65: Gate	1.00	0	1.00	0
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Total	**100.00**	**18**	**100.00**	**18**

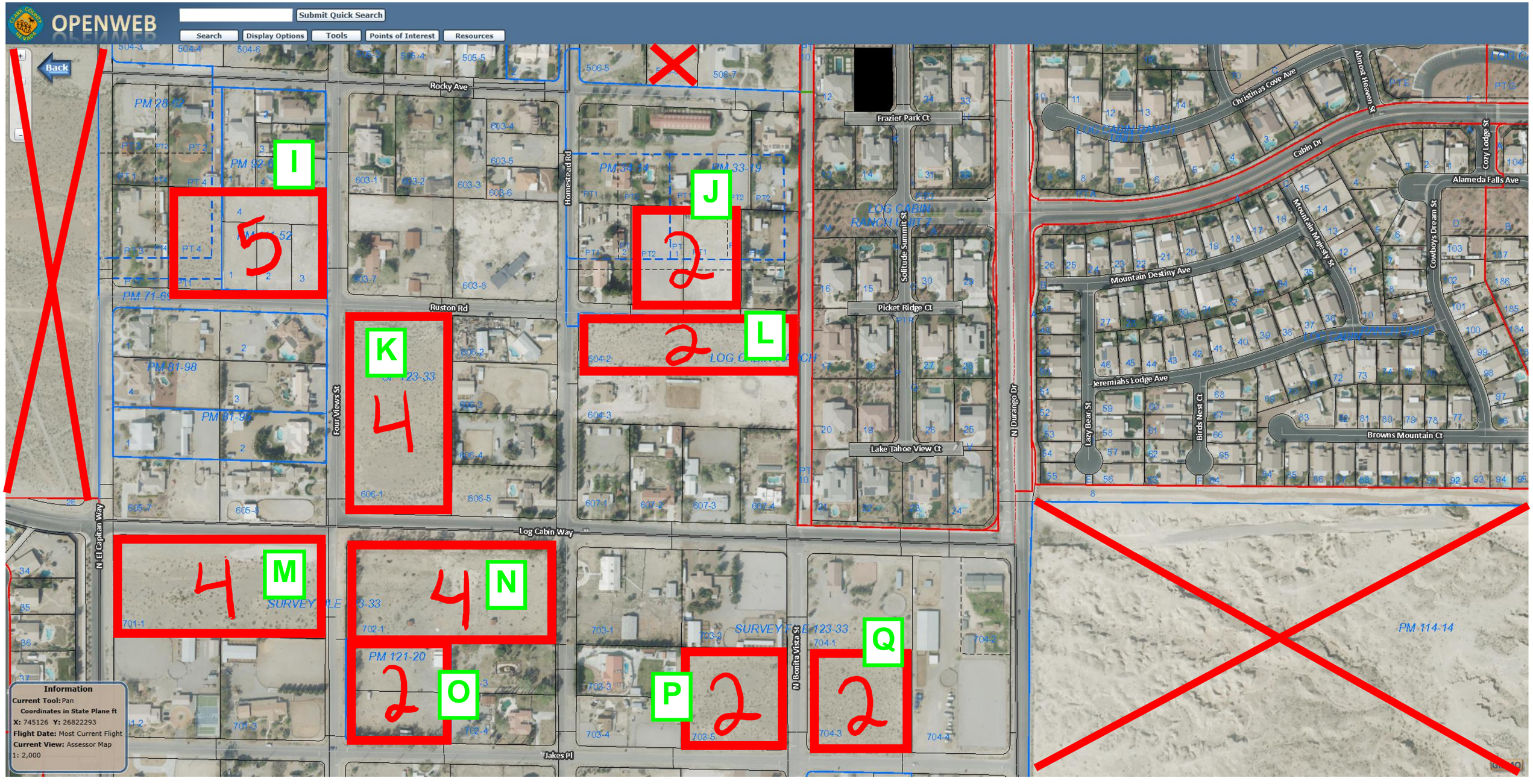
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49: 5.09	0.00	0	0.00	0
50: 5.10	0.00	0	0.00	0
52: Gate	1.00	3	1.00	3
53: Gate	1.00	3	1.00	3
54: Gate	3.00	9	3.00	10
55: Gate	4.00	12	4.00	13
56: Gate	4.00	12	4.00	13
57: Gate	8.00	24	8.00	26
58: Gate	8.00	24	8.00	26
59: Gate	15.00	44	15.00	48
60: Gate	26.00	77	26.00	83
61: Gate	10.00	30	10.00	32
62: Gate	12.00	35	12.00	38
63: Gate	5.00	15	5.00	16
65: Gate	1.00	3	1.00	3
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Total	**100.00**	**297**	**100.00**	**320**

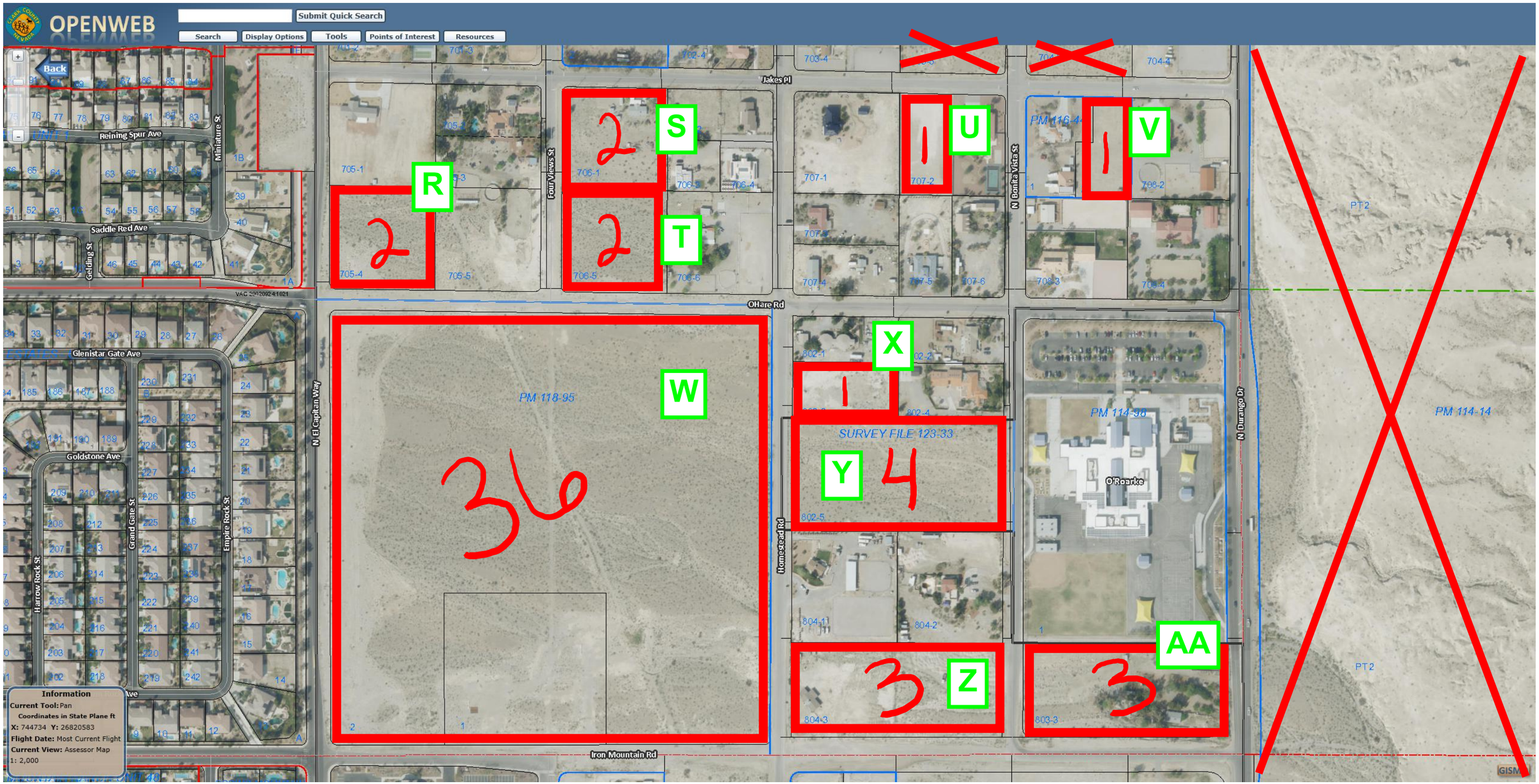
APPENDIX F

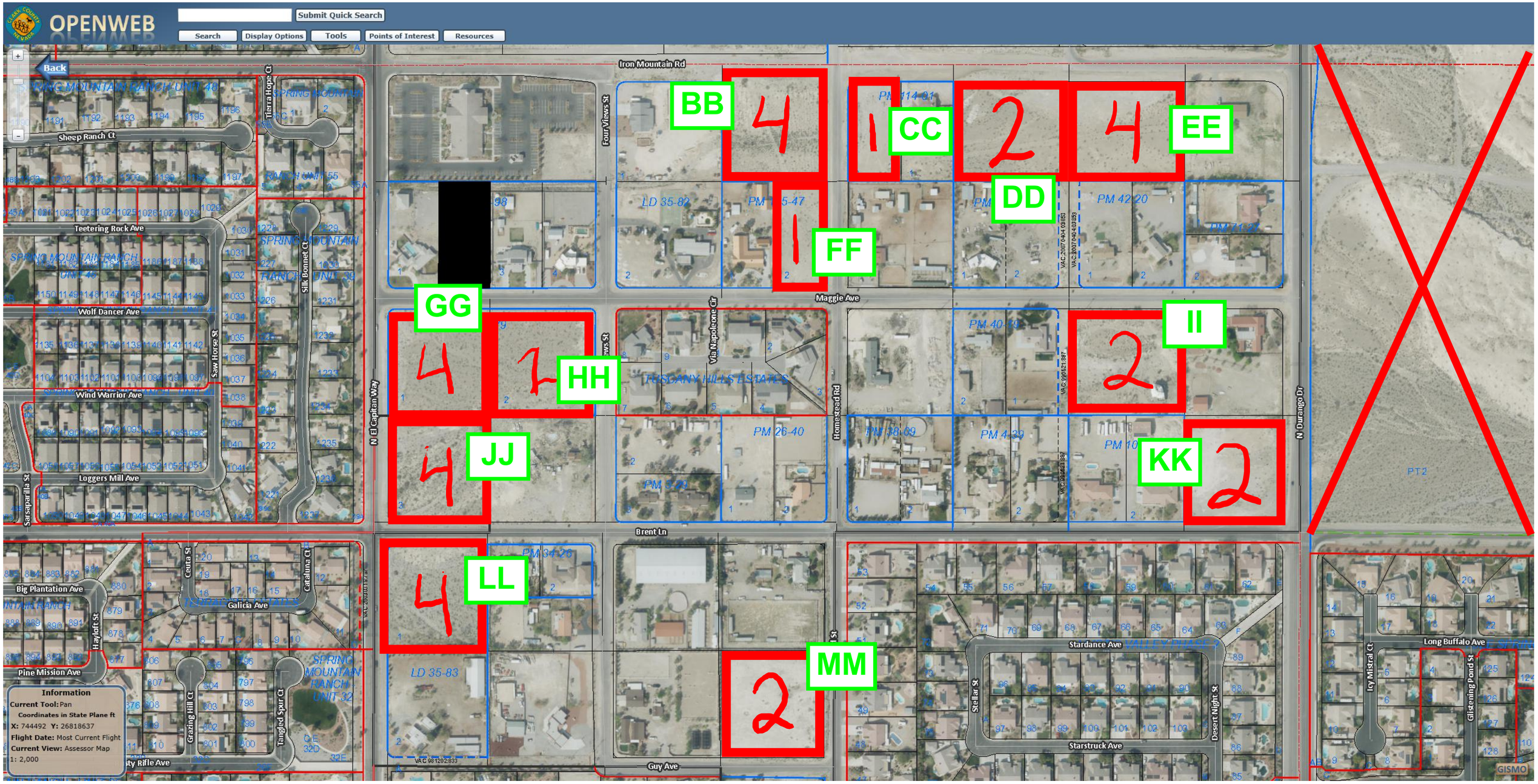
UNDEVELOPED PARCEL BACKGROUND INFORMATION

						DAILY			AM			PM		
						EXTERNAL			EXTERNAL			EXTERNAL		
REF	ID	LAND USE	UNITS	COMM SF	ITE CODE	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
	N - MOCCASIN | S - LOG CABIN | W - SKYE CANYON PARK | E - EL CAPITAN													
1		REGIONAL PARK				**0**	0	0	**0**	0	0	**0**	0	0
		SINGLE FAMILY	160		210	**1,510**	755	755	**118**	30	89	**158**	100	59
			160			**1,510**	**755**	**755**	**118**	**30**	**89**	**158**	**100**	**59**
	N - MOCCASIN | S - LOG CABIN | W - EL CAPITAN | E - DURANGO													
2	A	SINGLE FAMILY	10		210	**94**	47	47	**7**	2	6	**10**	6	4
	B	SINGLE FAMILY	3		210	**28**	14	14	**2**	1	2	**3**	2	1
	C	SINGLE FAMILY	5		210	**47**	24	24	**4**	1	3	**5**	3	2
	D	SINGLE FAMILY	12		210	**113**	57	57	**9**	2	7	**12**	7	4
	E	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	F	SINGLE FAMILY	1		210	**9**	5	5	**1**	0	1	**1**	1	0
	G	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	H	SINGLE FAMILY	1		210	**9**	5	5	**1**	0	1	**1**	1	0
	I	SINGLE FAMILY	5		210	**47**	24	24	**4**	1	3	**5**	3	2
	J	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	K	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	L	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
			49			**463**	**231**	**231**	**36**	**9**	**27**	**49**	**31**	**18**
	N - LOG CABIN | S - IRON MOUNTAIN | W - EL CAPITAN | E - DURANGO													
3	M	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	N	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	O	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	P	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	Q	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	R	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	S	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	T	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	U	SINGLE FAMILY	1		210	**9**	5	5	**1**	0	1	**1**	1	0
	V	SINGLE FAMILY	1		210	**9**	5	5	**1**	0	1	**1**	1	0
	W	SINGLE FAMILY	36		210	**340**	170	170	**27**	7	20	**36**	22	13
	X	SINGLE FAMILY	1		210	**9**	5	5	**1**	0	1	**1**	1	0
	Y	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	Z	SINGLE FAMILY	3		210	**28**	14	14	**2**	1	2	**3**	2	1
	AA	SINGLE FAMILY	3		210	**28**	14	14	**2**	1	2	**3**	2	1
			69			**651**	**326**	**326**	**51**	**13**	**38**	**68**	**43**	**25**
	N - IRON MOUNTAIN | S - HORSE | W - EL CAPITAN | E - DURANGO													
4	BB	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	CC	SINGLE FAMILY	1		210	**9**	5	5	**1**	0	1	**1**	1	0
	DD	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	EE	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	FF	SINGLE FAMILY	1		210	**9**	5	5	**1**	0	1	**1**	1	0
	GG	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	HH	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	II	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	JJ	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	KK	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	LL	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	MM	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
			32			**302**	**151**	**151**	**24**	**6**	**18**	**32**	**20**	**12**
	N - HORSE | S - GRAND TETON | W - DURANGO | E - CIMMARON													
5	NN	COMMERCIAL		10,000	820	**378**	189	189	**9**	6	4	**38**	18	20
	OO	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	PP	PUBLIC FACILITY				**0**	0	0	**0**	0	0	**0**	0	0
			4			**415**	**208**	**208**	**12**	**7**	**6**	**42**	**21**	**21**
	N - HORSE | S - GRAND TETON | W - US95 | E - DURANGO													
6	QQ	CIVIC DISTRICT				**0**	0	0	**0**	0	0	**0**	0	0
			0			**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	N - IRON MOUNTAIN | S - HORSE | W - FLOYD LAMB | E - SILVERSTONE RANCH													
7	RR	SINGLE FAMILY	22		210	**208**	104	104	**16**	4	12	**22**	14	8
	SS	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	TT	SINGLE FAMILY	11		210	**104**	52	52	**8**	2	6	**11**	7	4
	UU	SINGLE FAMILY	3		210	**28**	14	14	**2**	1	2	**3**	2	1
			40			**378**	**189**	**189**	**30**	**7**	**22**	**40**	**25**	**15**
	N - HORSE | S - GRAND TETON |W - FLOYD LAMB | E - SILVERSTONE RANCH													
8	VV	SINGLE FAMILY	3		210	**28**	14	14	**2**	1	2	**3**	2	1
	WW	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
			5			**47**	**24**	**24**	**4**	**1**	**3**	**5**	**3**	**2**
	N - RACEL | S - GRAND TETON| W - BUFFALO | E - TENAYA													
9	XX	SINGLE FAMILY	1		210	**9**	5	5	**1**	0	1	**1**	1	0
	YY	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	ZZ	SINGLE FAMILY	8		210	**76**	38	38	**6**	1	4	**8**	5	3
	AAA	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	BBB	SINGLE FAMILY	9		210	**85**	42	42	**7**	2	5	**9**	6	3
	CCC	SINGLE FAMILY	1		210	**9**	5	5	**1**	0	1	**1**	1	0
	DDD	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	EEE	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	FFF	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	GGG	COMMERCIAL		17,500	820	**661**	330	330	**16**	10	6	**67**	32	35
			37			**1,010**	**505**	**505**	**44**	**17**	**27**	**103**	**55**	**48**
	N - GRAND TETON | S - FARM | W - TENAYA | E - RAINBOW													
10	HHH	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	III	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	JJJ	SINGLE FAMILY	3		210	**28**	14	14	**2**	1	2	**3**	2	1
	KKK	SINGLE FAMILY	16		210	**151**	76	76	**12**	3	9	**16**	10	6
	LLL	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	MMM	SINGLE FAMILY	3		210	**28**	14	14	**2**	1	2	**3**	2	1
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			36			**340**	**170**	**170**	**27**	**7**	**20**	**36**	**22**	**13**


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A
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H
1
Moccasin Rd
LOG CABIN RANCH UNIT 1
PT A
Clear Mountain St
PT GL 1
Lovers Knot Ct
Mooses Ct
Cedar Mill Falls Ct
Wild Thing Ct
Hanky Panky St
Kisses Ave
Shady Lady Ct
Ericas Eden St
Solitude Summit St
Frazier Park Ct
Christmas Cove Ave
Almost Heaven St
Cabin Dr
Mountain Majesty St
Mountain Destiny Ave
Cowboys Dream St
N Durango Dr
N El Capitan Way
Four Views St
Homestead Rd
Trails End Ave
Rocky Ave
501-1
501-2
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PM 92-61
PM 112-24
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PM 33-19
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Rocky Ave
Homestead Rd
Ruston Rd
Log Cabin Way
Jakes Pl
Frazier Park Ct
Solitude Summit St
Picket Ridge Ct
Lake Tahoe View Ct
N Durango Dr
Christmas Cove Ave
Almost Heaven St
Gabin Dr
Alameda Falls Ave
Cozy Lodge St
Cowboys Dream St
Mountain Majesty St
Mountain Destiny Ave
Jeremiahs Lodge Ave
Lazy Bear St
Birds Nest Ct
Browns Mountain Ct
Four Views St
N El Capitan Way
N Bonita Vista St
PM 114-14
I
J
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Reining Spur Ave
Saddle Red Ave
Glenistar Gate Ave
Goldstone Ave
Miniature St
Gelding St
Harrow Rock St
Grand Gate St
Empire Rock St
N El Capitan Way
Four Views St
Jakes Pl
OHare Rd
Iron Mountain Rd
Homestead Rd
N Bonita Vista St
N Durango Dr
O'Roarke
PM 118-95
PM 116-44
PM 114-98
PM 114-14
SURVEY FILE 123-33
PT 2
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Tierra Hope Ct
Four Views St
Teetering Rock Ave
Silk Bonnet Ct
Wolf Dancer Ave
Saw Horse St
Wind Warrior Ave
Loggers Mill Ave
Sarsaparilla St
Maggie Ave
Via Napoleone Cir
Homestead Rd
N Durango Dr
N El Capitan Way
Brent Ln
Guy Ave
Big Plantation Ave
Hayloft St
Pine Mission Ave
Ceuta St
Galicia Ave
Catalina Ct
Grazing Hill Ct
Tangled Spur Ct
Stardance Ave
Starstruck Ave
Stellar St
Desert Night St
Icy Mistral Ct
Long Buffalo Ave
Glistening Pond St
SPRING MOUNTAIN RANCH UNIT 48
SPRING MOUNTAIN RANCH UNIT 45
SPRING MOUNTAIN RANCH UNIT 32
TUSCANY HILLS ESTATES
VALLEY PHASE 2
LD 35-82
PM 5-47
PM 42-20
PM 40-19
PM 26-40
PM 4-29
PM 10
PM 34-26
LD 35-83
PT2
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DD
EE
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GG
HH
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PT 2

ASTORIA TRAILS NORTH - UNIT 3

ASTORIA TRAILS SOUTH-UNIT 2

Wild Diamond Ave

Cantura Peak St

Spanish Meadows Ave

Dusty Valley Ct

Romantic Sunset St

Willow Cabin St

Mystic Desert Ave

Gilstening Rush St

Deer Clan Ct

Bear Clan Ct

Moapa Water St

Paiute Slip St

Racel St

Honey Vine Ave

Twinkling Topaz Ave

Jasmine Hollow Ct

Lilac Harbor Ct

Peach Flare St

Opal Mist Ave

Spike Ave

Artistic Heights Ct

Bronze Treasure Ct

Radiant Ruby Ave

N Durango Dr

Preppy Fox Ave

Hopscotch St

Blue Shadow St

Rocket St

Silk Bargain St

McNamee Ave

Al Carrington St

PM 77-25

PM 118-6

PM 103-66

Tolberts Mill Dr

Cane Creek Mill Ct

Ackerman Ave

DURANGO/GRAND TETON SHOPPING CENTER

GRAND TETON/ DURANGO

Sweet Cedar Ave

Cool Springs St

Glowing Water St

Dancing Springs St

Peaceful Woods St

Cheerful Brook Ave

Singing Water St

Amtrak Ave

Union Pacific St

Moonlight Trail St

Ice Train Ave

Silver Streak St

Eurostar St

Starlight Express Ave

Crazy Train Ct

Polar Express Ct

Baltimore Ohio Ct

Amtrak Express Ave

Silk Fire St

Chablis Bay St

Flambeau St

Pecan Valley Ave

Walnut Roast Way

Orchard Glen Ave

Chestnut Hollow Ave

Pandur St

N Cimarron Rd

Villa Armando St

Grand Teton Dr

Timber Pine Ave

Wavering Pine Dr

Lambtin Quay Ave

Kelburn Hill St

Napier St

Cape Brett St

Quail View St

Quail Gorge Ave

Quail Nest Ave

MCNAMEE PARK

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Information

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Coordinates in State Plane ft

X: 746376 **Y:** 26815066

Flight Date: Most Current Flight

Current View: Assessor Map

1: 2,000

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C-V

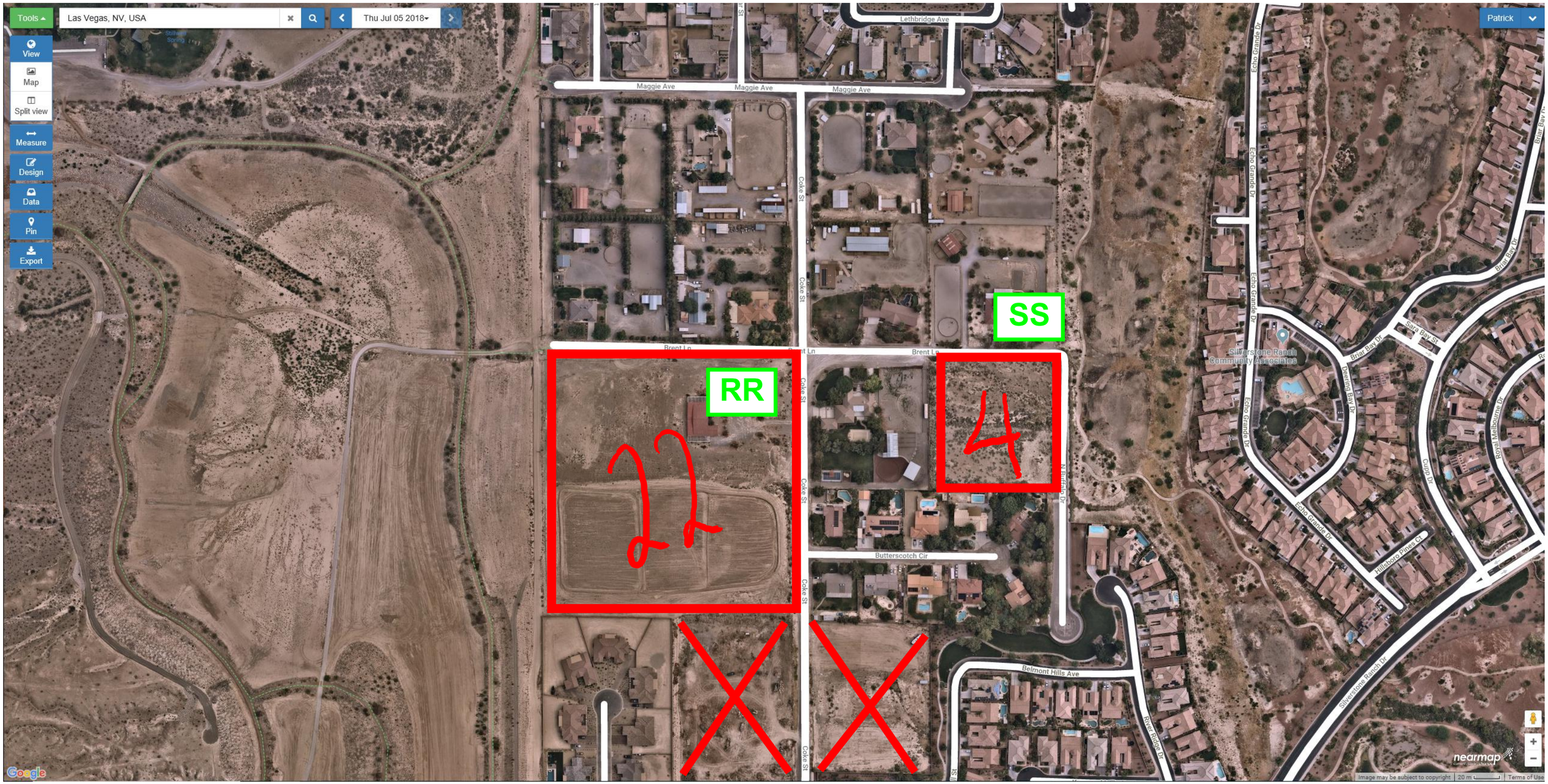
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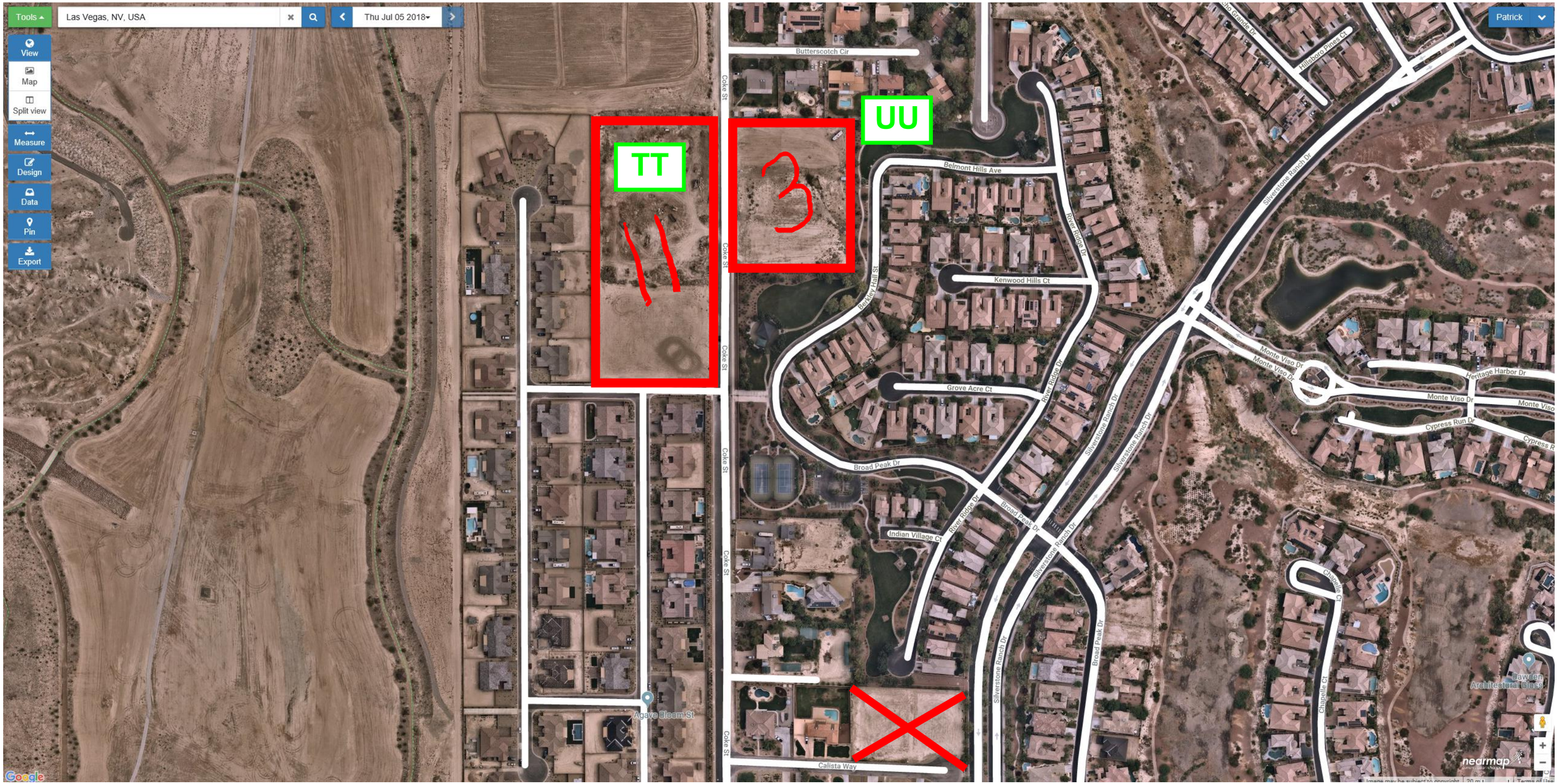
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Back Sting Ln
Sterling Wing Pl
Spoonbill Ridge Pl
Nestled Ct
Finch Feather St
Forest Fire St
Medicine Wheel Ave
Cattle Prod St
Gourcho Flats St
Crooked Shell Ave
Cubby Hole St
Ackerman Ave
Happy Stream Ave
Gallagher Island St
Ranch Park Ave
Sparkling Creek Ave
Dancing Sunset Ct
Sky Pointe Dr
N El Capitan Way
Grand Teton Dr
Oso Blanca Rd
I-15
Racel St
Honey Vine Ave
Diamond Heights St
Jade Harbor Ct
Coral Blaze Ct
Caramel Gorge Ct
Ivy Hollow Ct
Indigo Gully Ct
Lavender Heights Ct
Radiant Ruby Ave
Twinkling Topaz Ave
Jasmine Hollow Ct
Artistic Heights Ct
Terracotta Gulf Ct
Water Bucket Ave
Quilted Bear St
Cabbage Cove St
Cracker Barrel St
Indian Blanket St
Gobbler Grove Ct
Copperhead Creek St
Pitch Fork Ave
Spanish Dove St
Sweet Cedar Ave
Cool Springs St
Glowing Water St
Dancing Springs St
Peaceful Woods St
Cheerful Brook Ave
Singing Water St
Colorful Pines Ave
Lovely Pine Pl
Nesting Pine Pl
Big Bear Pines Ave
Pine Pitch Dr
Willow Pines Pl
Majestic Pine Ave
Green Pine St
Grand Pine Ave
Quick Pine St
Timber Pine Ave
Hollow Pine St
Gracious Pine Ave

ASTORIA TRAILS SOUTH-UNIT 1
ASTORIA TRAILS SOUTH-UNIT 2
SPRING MOUNTAIN RANCH - UNIT 8
SPRING MOUNTAIN RANCH - UNIT 7
PINE MEADOWS 1 - UNIT 10A
PINE MEADOWS 1 - UNIT 12

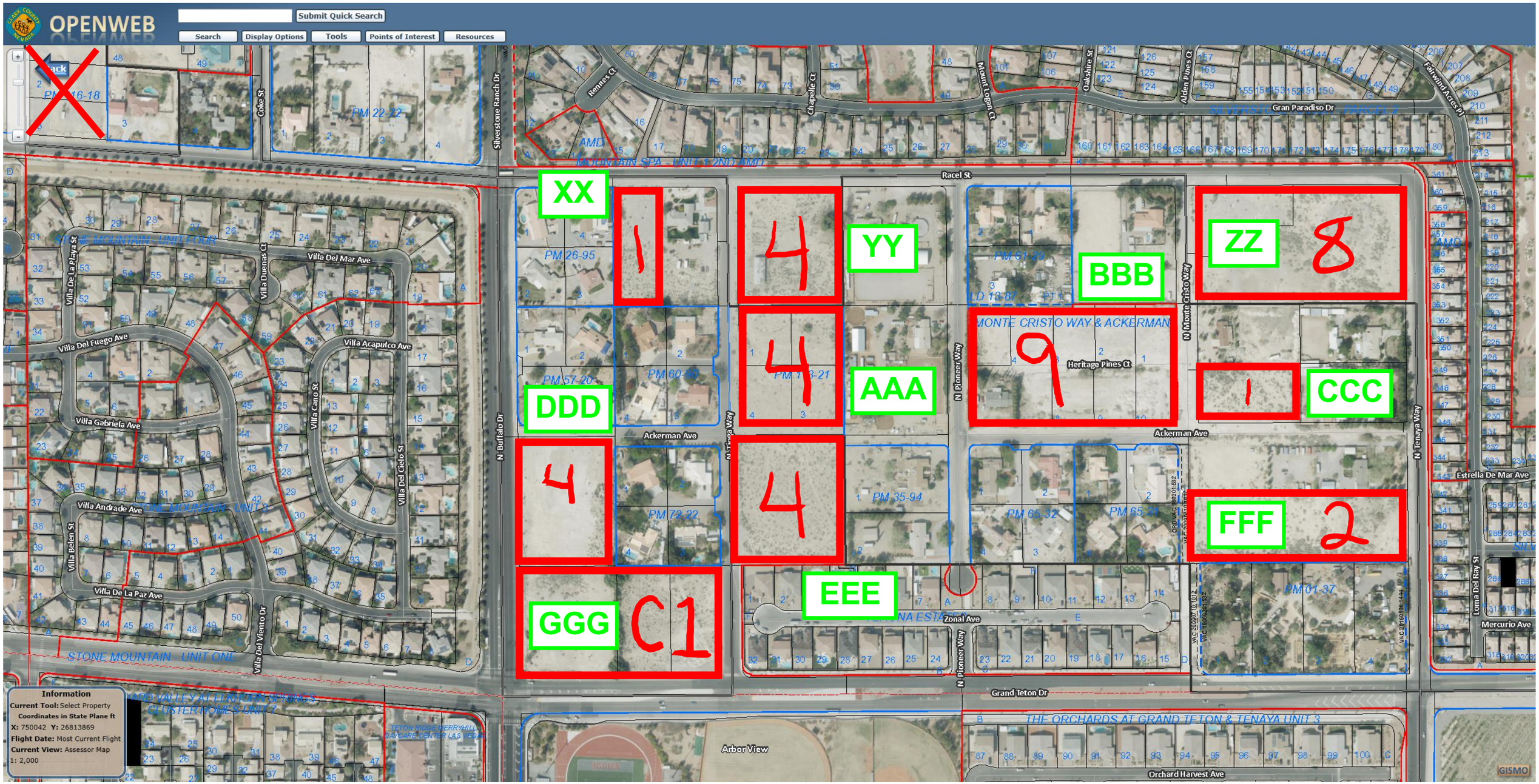
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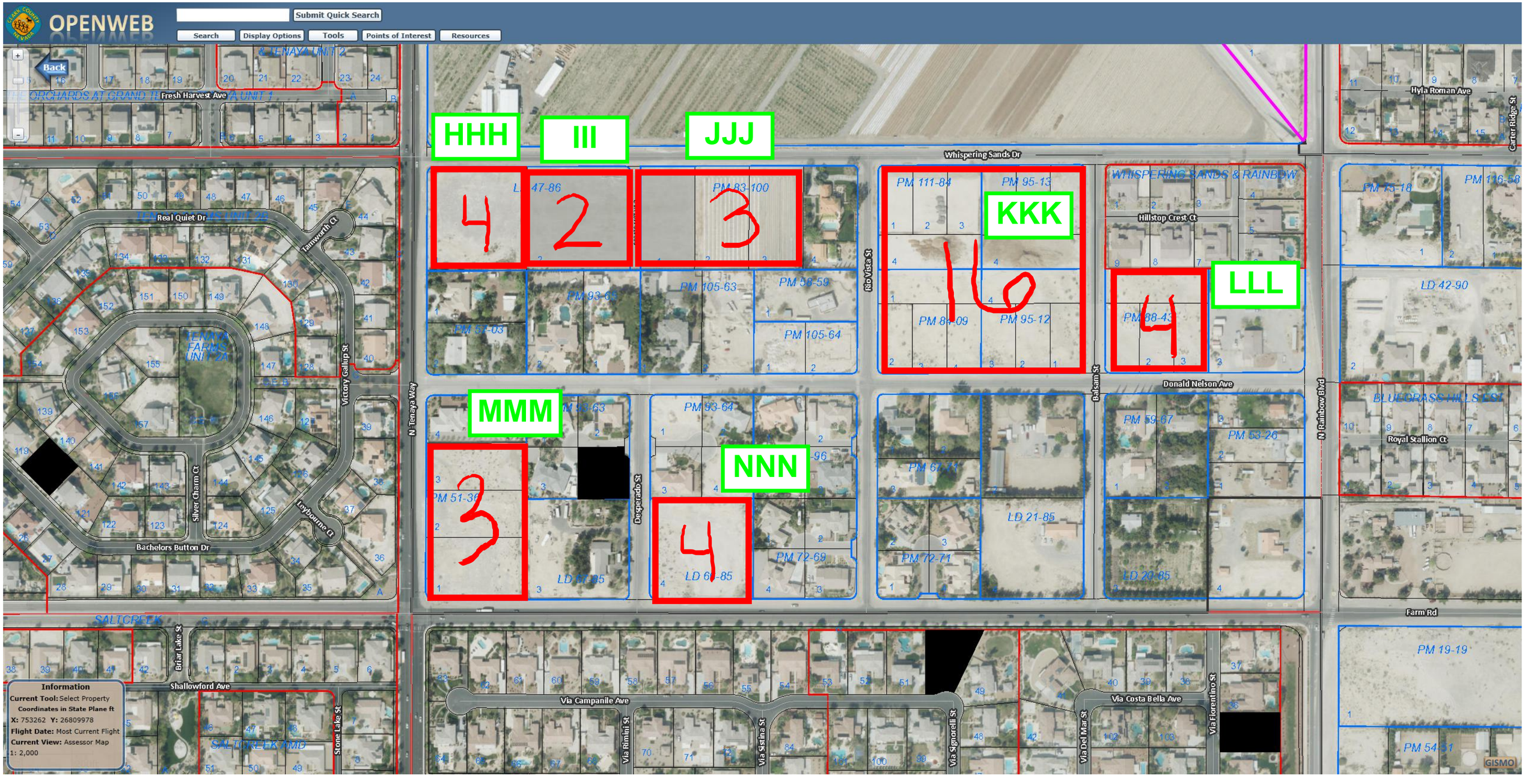
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Tools
Las Vegas, NV, USA
Thu Jul 05 2018
Patrick
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Maggie Ave
Maggie Ave
Maggie Ave
Lethbridge Ave
Coke St
Coke St
Coke St
Brent Ln
Brent Ln
Brent Ln
SS
RR
22
4
Echo Grande Dr
Echo Grande Dr
Echo Grande Dr
Briar Bay Dr
Briar Bay Dr
Briar Bay St
Tiering Bay Dr
Silverstone Ranch Community Association
Royal Melbourne Dr
Cupid Dr
Foro Grande Dr
Hillsboro Pines Ct
Silverstone Ranch Dr
Butterscotch Cir
Belmont Hills Ave
River Ridge Dr
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Tools
Las Vegas, NV, USA
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Belmont Hills Ave
Kenwood Hills Ct
Grove Acre Ct
Broad Peak Dr
Indian Village Ct
Calista Way
Agave Bloom St
Coke St
River Ridge Dr
Silverstone Ranch Dr
Monte Viso Dr
Heritage Harbor Dr
Cypress Run Dr
Chapelle Ct
Hillsboro Pines Ct
Lawden Architectural Glass
nearmap
Google


Tools
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Chapelle Ct
Bawden Architectural Glass
Gran Paradiso Dr
Rentes Ct
Mt Logan Ct
Racel St
Tolberts Mill Dr
Gene Creek Mill Ct
White Mill Ct
Hodgson Mill Ct
Welton Mills Ct
Villa Del Mar Ave
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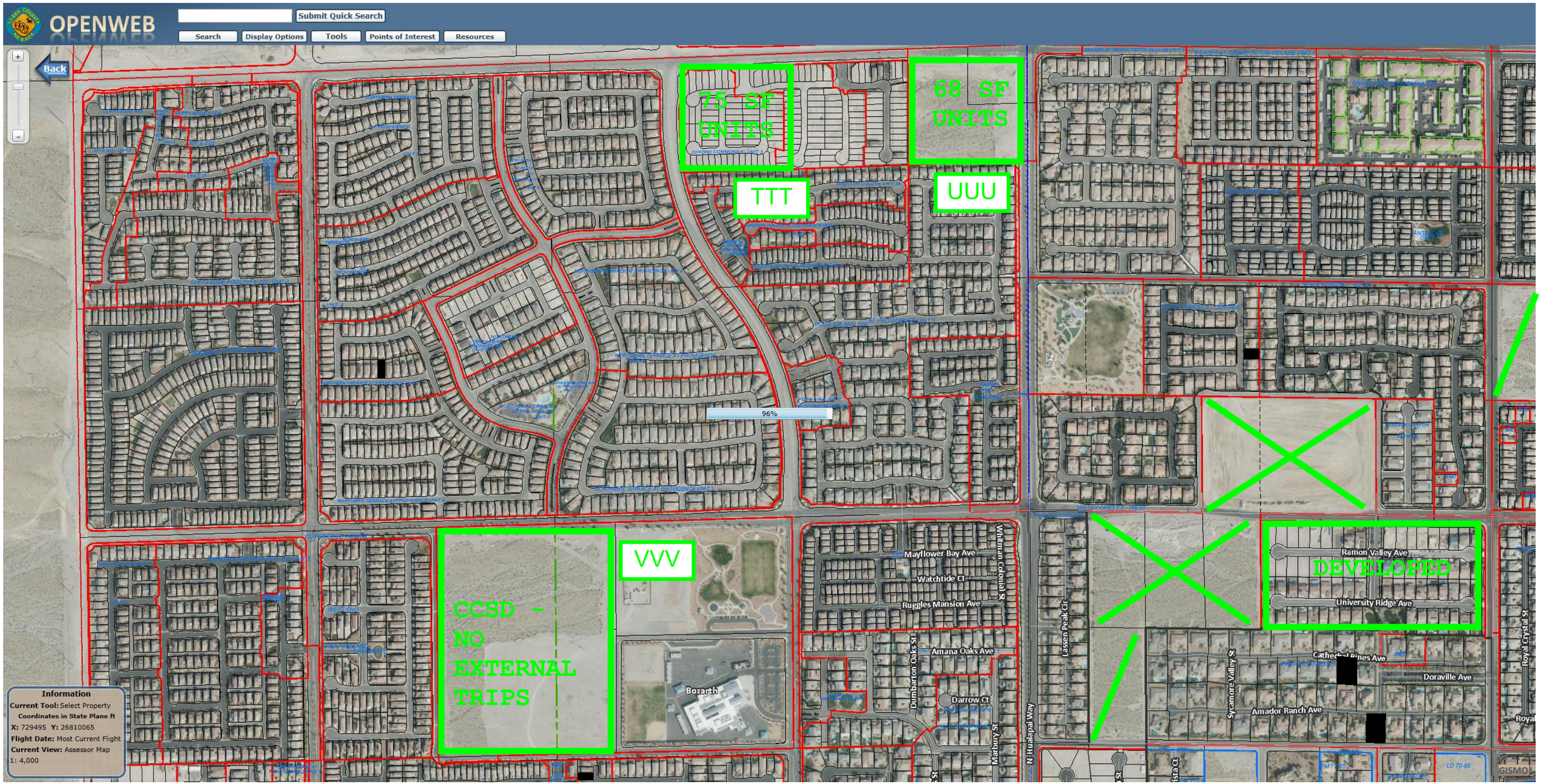

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Gran Paradiso Dr
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Villa Del Fuego Ave
Villa Acapulco Ave
Villa Gabriela Ave
Villa Andrade Ave
Villa De La Paz Ave
Villa Del Playa St
Villa Duenas Ct
Villa Cano St
Villa Del Cielo St
Villa Belen St
Villa Del Viento Dr
Coke St
Silverstone Ranch Dr
Rennes Ct
Chapelle Ct
Mount Logan Ct
Oakshire St
Alden Pines Ct
Fairwind Acres Pl
N Buffalo Dr
N Tenaya Way
N Pioneer Way
N Monte Cristo Way
Heritage Pines Ct
Estrella De Mar Ave
Loma Del Ray St
Mercurio Ave
Orchard Harvest Ave
Arbor View
PM 26-95
PM 57-20
PM 60-88
PM 72-22
PM 35-94
PM 65-32
PM 65-34
PM 01-37
PM 22-22
PM 16-18
LD 12-87
MONTE CRISTO WAY & ACKERMAN
STONE MOUNTAIN - UNIT FOUR
STONE MOUNTAIN - UNIT TWO
STONE MOUNTAIN - UNIT ONE
THE ORCHARDS AT GRAND TETON & TENAYA UNIT 3
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Current View: Assessor Map
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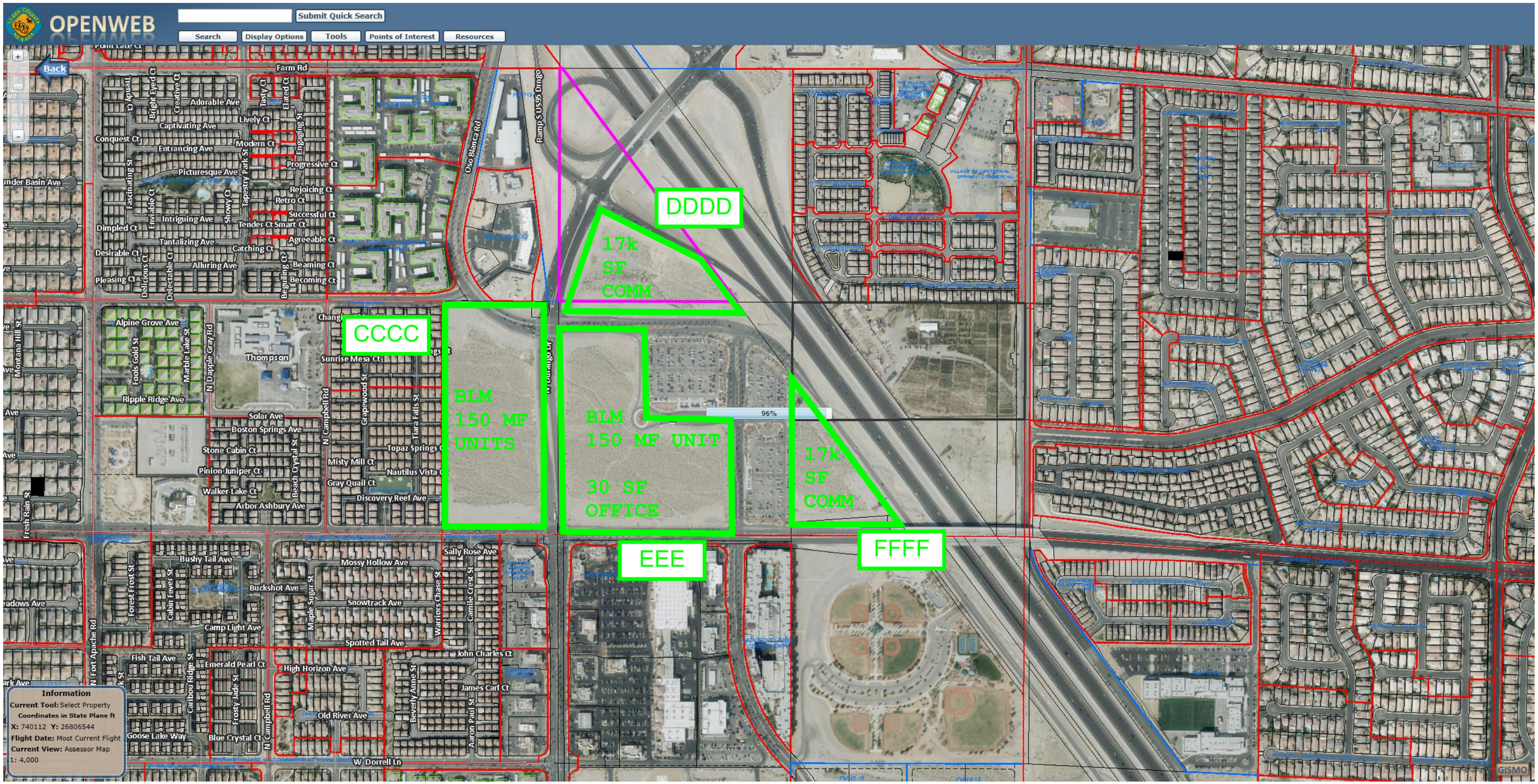

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Fresh Harvest Ave
Whispering Sands Dr
Hillstop Crest Ct
Donald Nelson Ave
Hyla Roman Ave
Carter Ridge St
Real Quiet Dr
Tamworth Ct
Victory Gallup St
Silver Charm Ct
Leybourne Ct
Bachelors Button Dr
N Tenaya Way
Rio Vista St
Balsam St
Desperado St
N Rainbow Blvd
Royal Stallion Ct
Farm Rd
Briar Lake St
Shallowford Ave
Stone Lake St
Via Campanile Ave
Via Rimini St
Via Sistina St
Via Signorelli St
Via Del Mar St
Via Costa Bella Ave
Via Fiorentino St
TENAYA FARMS UNIT 2A
SALTCREEK
SALTCREEK AMD
BLUEGRASS HILLS EST
PM 19-19
PM 54-31
LD 42-90
PM 116-58
PM 73-18
PM 111-84
PM 95-13
PM 84-09
PM 95-12
PM 88-43
PM 59-67
PM 53-26
LD 21-85
LD 20-85
PM 72-71
PM 72-69
LD 61-85
PM 51-36
PM 93-64
PM 105-63
PM 56-59
PM 105-64
PM 83-100
L 47-86
Information
Current Tool: Select Property
Coordinates in State Plane ft
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Flight Date: Most Current Flight
Current View: Assessor Map
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SURROUNDING AREA BACKGROUND TRIP GENERATION CALCULATIONS (ITE 10TH Edition)
NO INTERNAL CAPTURE - TOTAL TRIPS

						DAILY			AM			PM		
						EXTERNAL			EXTERNAL			EXTERNAL		
REF	ID	LAND USE	UNITS	COMM SF	ITE CODE	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
	N - GRAND TETON | S - FARM | W - GRAND CANYON | E - FORT APACHE													
11	OOO	SINGLE FAMILY	50		210	**472**	236	236	**37**	9	28	**50**	31	18
	PPP	COMMERCIAL		22,000	820	**831**	415	415	**21**	13	8	**84**	40	44
	RRR	SINGLE FAMILY	25		210	**236**	118	118	**19**	5	14	**25**	16	9
	SSS	SINGLE FAMILY	120		210	**1,133**	566	566	**89**	22	67	**119**	75	44
			195			**2,671**	**1,336**	**1,336**	**165**	**49**	**116**	**277**	**162**	**115**
	N - GRAND TETON | S - FARM | W - EGAN CREST | E - HUALAPAI													
12	TTT	SINGLE FAMILY	75		210	**708**	354	354	**56**	14	42	**74**	47	27
	UUU	SINGLE FAMILY	68		210	**642**	321	321	**50**	13	38	**67**	42	25
	VVV	SCHOOL				**0**	0	0	**0**	0	0	**0**	0	0
			143			**1,350**	**675**	**675**	**106**	**26**	**79**	**142**	**89**	**52**
	N - FARM | S - ELKHORN | W - FORT APACHE | E - US95													
13	CCCC	APARTMENT	150		221	**816**	408	408	**54**	14	40	**66**	40	26
	DDDD	COMMERCIAL		17,000	820	**642**	321	321	**16**	10	6	**65**	31	34
	EEEE	APARTMENT	150		221	**816**	408	408	**54**	14	40	**66**	40	26
	EEEE	OFFICE		30,000	710	**292**	146	146	**35**	30	5	**35**	6	29
	FFFF	COMMERCIAL		17,000	820	**642**	321	321	**16**	10	6	**65**	31	34
			300			**3,208**	**1,604**	**1,604**	**175**	**78**	**97**	**296**	**148**	**148**
14	QQQ	SINGLE FAMILY	36		210	**340**	170	170	**27**	7	20	**36**	22	13
	WWW	SINGLE FAMILY	0		210	**0**	0	0	**0**	0	0	**0**	0	0
	XXX	SINGLE FAMILY	6		210	**57**	28	28	**4**	1	3	**6**	4	2
	YYY	SINGLE FAMILY	4		210	**38**	19	19	**3**	1	2	**4**	2	1
	ZZZ	SINGLE FAMILY	2		210	**19**	9	9	**1**	0	1	**2**	1	1
	AAAA	SINGLE FAMILY	1		210	**9**	5	5	**1**	0	1	**1**	1	0
	BBBB	SINGLE FAMILY	10		210	**94**	47	47	**7**	2	6	**10**	6	4
			59			**557**	**278**	**278**	**44**	**11**	**33**	**58**	**37**	**22**


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OOO
TC 50 SF
TC 22K COM
PPP
SSS
BLM - 120 SF UNIT
RRR
TC 25 SF
DEVELOPED
36 SF UNIT
QQQ
Grand Teton Dr
Gilcrease Ave
Donald Nelson Ave
Farm Rd
N 95
S 95
Ramp S US95 Dirtgo
Oxo Blanca Rd
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Flight Date: Most Current Flight
Current View: Assessor Map
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75 SF UNITS
68 SF UNITS
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DEVELOPED
Ramon Valley Ave
University Ridge Ave
Mayflower Bay Ave
Watchtide Ct
Ruggles Mansion Ave
Amana Oaks Ave
Darrow Ct
Cathedral Pines Ave
Doraville Ave
Amador Ranch Ave
Bozarth
96%
Information
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Coordinates in State Plane ft
X: 729495 Y: 26810065
Flight Date: Most Current Flight
Current View: Assessor Map
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BLM 150 MF UNITS
BLM 150 MF UNIT
30 SF OFFICE
17k SF COMM
EEE
FFFF
Farm Rd
Oso Blanca Rd
Ramp S US95 DmgD
Adorable Ave
Captivating Ave
Conquest Ct
Entrancing Ave
Modern Ct
Lively Ct
Progressive Ct
Picturesque Ave
Rejoicing Ct
Retro Ct
Successful Ct
Intriguing Ave
Tender Ct
Smart Ct
Dimpled Ct
Tantalizing Ave
Agreeable Ct
Desirable Ct
Catching Ct
Alluring Ave
Beaming Ct
Pleasing Ct
Becoming Ct
Alpine Grove Ave
Thompson
Sunrise Mesa Ct
Ripple Ridge Ave
Solar Ave
Boston Springs Ave
Stone Cabin Ct
Pinion Juniper Ct
Walker Lake Ct
Arbor Ashbury Ave
Misty Mill Ct
Gray Quail Ct
Discovery Reef Ave
Topaz Springs Ct
Nautilus Vista Ct
Bushy Tail Ave
Buckshot Ave
Snowtrack Ave
Camp Light Ave
Spotted Tail Ave
Fish Tail Ave
Emerald Pearl Ct
High Horizon Ave
Old River Ave
Goose Lake Way
Blue Crystal Ct
W Dorrell Ln
Mossy Hollow Ave
Sally Rose Ave
John Charles Ct
James Carl Ct
N Campbell Rd
N Fort Apache Rd
Information
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WWW

XXX

YYY

6 SF

4 SF

BBBB

2 SF

ZZZ

1SF

10 SF

AAAA

Information
Current Tool: Select Property
Coordinates in State Plane ft
X: 734442 **Y:** 26808506
Flight Date: Most Current Flight
Current View: Assessor Map
1: 4,000

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APPENDIX G

PROPOSED TRIP GENERATION

Vistro File: J:\...\181210_Sunstone_working_3400 Units.vistro

Scenario 8 AM Buildout_181206

Report File: J:\...\H_AM Trip Generation.pdf

1/5/2019

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
76: Single Family		210	Dweliin g Units	0.580	103.000	25.00	75.00	15	45	60	3.50
77: Single Family		210	Dwellin g Units	0.580	468.000	25.00	75.00	68	203	271	15.82
78: Active Adult		251	Dwellin g Units	0.240	1,000.000	33.00	67.00	79	161	240	14.01
79: Single Family		210	Dwellin g Units	0.580	202.000	25.00	75.00	29	88	117	6.83
80: Single Family		210	Dwellin g Units	0.580	141.000	25.00	75.00	20	62	82	4.79
81: Single Family		210	Dwellin g Units	0.580	228.000	25.00	75.00	33	99	132	7.71
82: Single Family		210	Dwellin g Units	0.580	111.000	25.00	75.00	16	48	64	3.74
83: Single Family		210	Dwellin g Units	0.580	310.000	25.00	75.00	45	135	180	10.51
84: Single Family		210	Dwellin g Units	0.580	716.000	25.00	75.00	104	311	415	24.23
85: Commercial		820	1000 Square Feet	0.940	10.237	62.00	38.00	6	4	10	0.58
96: Commercial		820	1000 Square Feet	0.940	25.918	62.00	38.00	15	9	24	1.40
97: Commercial		820	1000 Square Feet	0.940	51.401	62.00	38.00	30	18	48	2.80
101: Single Family		210	Dwellin g Units	0.580	121.000	25.00	75.00	18	52	70	4.09
					Added Trips Total			**478**	**1235**	**1713**	**100.00**

Vistro File: J:\...\181210_Sunstone_working_3400 Units.vistro
Scenario 9 PM Buildout_181206
Report File: J:\...\H_PM Trip Generation.pdf
1/5/2019

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
76: Single Family		210	Dwelling Units	0.640	103.000	63.00	37.00	42	24	66	3.04
77: Single Familly		210	Dwelling Units	0.640	468.000	63.00	37.00	189	111	300	13.83
78: Active Adult		251	Dwelling Units	0.300	1,000.000	61.00	39.00	183	117	300	13.83
79: Single Family		210	Dwelling Units	0.640	202.000	63.00	37.00	81	48	129	5.95
80: Single Family		210	Dwelling Units	0.640	141.000	63.00	37.00	57	33	90	4.15
81: Single Family		210	Dwelling Units	0.640	228.000	63.00	37.00	92	54	146	6.73
82: Single Family		210	Dwelling Units	0.640	111.000	63.00	37.00	45	26	71	3.27
83: Single Family		210	Dwelling Units	0.640	310.000	63.00	37.00	125	73	198	9.13
84: Single Family		210	Dwelling Units	0.640	716.000	63.00	37.00	289	169	458	21.12
85: Commercial		820	1000 Square Feet	3.810	10.237	48.00	52.00	19	20	39	1.80
96: Commercial		820	1000 Square Feet	3.810	25.918	48.00	52.00	48	51	99	4.56
97: Commercial		820	1000 Square Feet	3.810	51.401	48.00	52.00	94	102	196	9.04
101: Single Family		210	Dwelling Units	0.640	121.000	63.00	37.00	49	28	77	3.55
					Added Trips Total			**1313**	**856**	**2169**	**100.00**

APPENDIX H

LEVEL OF SERVICE SUMMARY REPORTS

Intersection Level Of Service Report
Intersection 1: Kyle Canyon Road / Oso Blanca Road

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Oso Blanca Road			Oso Blanca Road			Kyle Canyon Road			Kyle Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Oso Blanca Road			Oso Blanca Road			Kyle Canyon Road			Kyle Canyon Road		
Base Volume Input [veh/h]	28	12	4	5	31	92	35	0	28	0	1	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	12	4	5	31	92	35	0	28	0	1	1
Peak Hour Factor	0.6360	0.6000	0.3330	0.4170	0.7050	0.7420	0.8750	0.7800	0.6360	1.0000	0.2500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	5	3	3	11	31	10	0	11	0	1	1
Total Analysis Volume [veh/h]	44	20	12	12	44	124	40	0	44	0	4	4
Pedestrian Volume [ped/h]	3			2			2			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.01	0.00	0.00	0.06	0.00	0.05	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	7.65	0.00	0.00	7.27	0.00	0.00	10.91	11.23	9.38	10.77	11.25	8.50
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.02	0.02	0.02	0.36	0.36	0.36	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	2.42	2.42	2.42	0.57	0.57	0.57	8.91	8.91	8.91	0.81	0.81	0.81
d_A, Approach Delay [s/veh]	4.43			0.48			10.11			9.87		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	3.88											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Skye Canyon Park Drive and O'Hare Road

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.121

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			O'Hare Road			O'Hare Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			O'Hare Road			O'Hare Road		
Base Volume Input [veh/h]	0	17	39	0	37	0	0	0	0	69	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	17	39	0	37	0	0	0	0	69	0	1
Peak Hour Factor	1.0000	0.6070	0.6960	1.0000	0.5780	1.0000	1.0000	1.0000	1.0000	0.6900	1.0000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	14	0	16	0	0	0	0	25	0	1
Total Analysis Volume [veh/h]	0	28	56	0	64	0	0	0	0	100	0	4
Pedestrian Volume [ped/h]	7			14			0			8		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.97	0.00	8.76
Movement LOS		A	A		A	A				A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.31	0.00	0.31
d_A, Approach Delay [s/veh]	0.00			0.00			0.00			9.92		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.09											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 6: Skye Canyon Park Drive and Iron Mountain Road

Control Type:	Signalized	Delay (sec / veh):	30.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.415

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Iron Mountain Road			Iron Mountain Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	200.00	125.00	100.00	150.00	125.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Iron Mountain Road			Iron Mountain Road		
Base Volume Input [veh/h]	165	44	39	0	88	17	7	37	105	83	68	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	44	39	0	88	17	7	37	105	83	68	5
Peak Hour Factor	0.3860	0.7860	0.7500	1.0000	0.8150	0.3040	0.2500	0.2720	0.3090	0.7410	0.3860	0.6250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	14	13	0	27	14	7	34	85	28	44	2
Total Analysis Volume [veh/h]	427	56	52	0	108	56	28	136	340	112	176	8
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			6			2			31		
Bicycle Volume [bicycles/h]	0			10			0			7		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	19	73	0	0	54	0	0	67	0	0	67	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	67	67	67	48	48	48	61	61	61	61	61
g / C, Green / Cycle	0.48	0.48	0.48	0.34	0.34	0.34	0.44	0.44	0.44	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.34	0.02	0.04	0.00	0.03	0.04	0.03	0.08	0.24	0.10	0.11
s, saturation flow rate [veh/h]	1265	3192	1379	1208	3192	1377	1072	1676	1425	1123	1662
c, Capacity [veh/h]	653	1528	660	437	1094	472	428	730	621	469	724
d1, Uniform Delay [s]	27.56	19.37	19.78	0.00	31.29	31.51	30.26	24.26	29.27	30.70	25.06
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.04	0.04	0.23	0.00	0.18	0.51	0.29	0.56	3.45	1.20	0.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

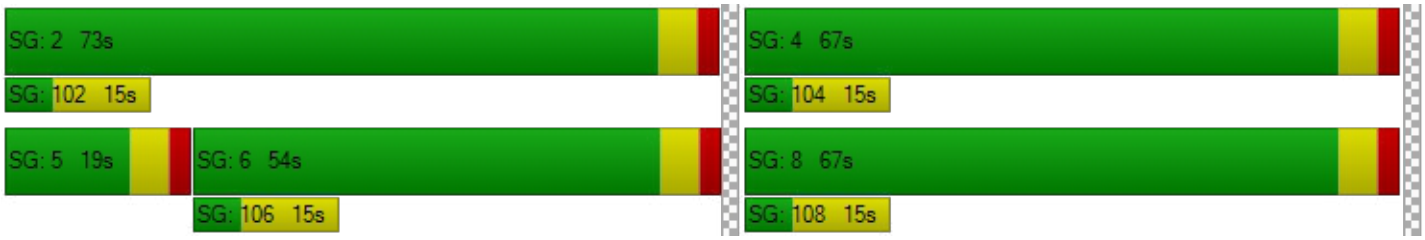
X, volume / capacity	0.65	0.04	0.08	0.00	0.10	0.12	0.07	0.19	0.55	0.24	0.25
d, Delay for Lane Group [s/veh]	32.60	19.42	20.01	0.00	31.47	32.02	30.55	24.82	32.72	31.90	25.91
Lane Group LOS	C	B	C	A	C	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	11.05	0.51	0.98	0.00	1.29	1.39	0.68	2.94	9.11	2.84	4.11
50th-Percentile Queue Length [ft/ln]	276.33	12.63	24.57	0.00	32.36	34.77	16.94	73.38	227.66	70.94	102.84
95th-Percentile Queue Length [veh/ln]	16.51	0.91	1.77	0.00	2.33	2.50	1.22	5.28	14.06	5.11	7.40
95th-Percentile Queue Length [ft/ln]	412.63	22.74	44.22	0.00	58.25	62.58	30.49	132.09	351.38	127.69	185.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.60	19.42	20.01	0.00	31.47	32.02	30.55	24.82	32.72	31.90	25.91	25.91
Movement LOS	C	B	C	A	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	30.00			31.66			30.47			28.18		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	29.98											
Intersection LOS	C											
Intersection V/C	0.415											

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Skye Canyon Park Drive and Brent Lane

Control Type:	Signalized	Delay (sec / veh):	33.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.469

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Brent Lane			Brent Lane		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	200.00	150.00	100.00	150.00	100.00	100.00	100.00	0.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Brent Lane			Brent Lane		
Base Volume Input [veh/h]	180	234	39	2	244	30	4	42	56	71	111	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	234	39	2	244	30	4	42	56	71	111	11
Peak Hour Factor	0.4690	0.5130	0.8860	0.5000	0.5550	0.4170	0.5000	0.3090	0.3410	0.8070	0.3430	0.3440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	114	11	1	110	18	2	34	41	22	81	8
Total Analysis Volume [veh/h]	384	456	44	4	440	72	8	136	164	88	324	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	7			0			2			27		
Bicycle Volume [bicycles/h]	2			2			1			1		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	22	59	0	11	48	0	0	70	0	0	70	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	0.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	64	53	53	64	42	42	64	64	64	64
g / C, Green / Cycle	0.46	0.38	0.38	0.46	0.30	0.30	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.35	0.10	0.03	0.00	0.10	0.05	0.01	0.20	0.09	0.22
s, saturation flow rate [veh/h]	1084	4567	1344	945	4567	1388	919	1514	965	1648
c, Capacity [veh/h]	506	1729	509	448	1370	417	321	692	349	753
d1, Uniform Delay [s]	29.92	30.03	27.95	21.01	37.96	36.18	35.27	25.73	36.81	26.31
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.21	0.37	0.33	0.04	0.62	0.90	0.14	1.98	1.73	2.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.26	0.09	0.01	0.32	0.17	0.02	0.43	0.25	0.47
d, Delay for Lane Group [s/veh]	40.13	30.40	28.28	21.05	38.58	37.08	35.41	27.70	38.54	28.43
Lane Group LOS	D	C	C	C	D	D	D	C	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.65	3.65	1.02	0.08	4.03	1.95	0.21	7.20	2.49	8.72
50th-Percentile Queue Length [ft/ln]	266.29	91.34	25.39	1.94	100.72	48.81	5.28	179.99	62.29	218.01
95th-Percentile Queue Length [veh/ln]	16.00	6.58	1.83	0.14	7.25	3.51	0.38	11.60	4.48	13.56
95th-Percentile Queue Length [ft/ln]	400.10	164.40	45.69	3.49	181.30	87.86	9.51	290.00	112.12	339.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.13	30.40	28.28	21.05	38.58	37.08	35.41	27.70	27.70	38.54	28.43	28.43
Movement LOS	D	C	C	C	D	D	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	34.52			38.23			27.90			30.44		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	33.62											
Intersection LOS	C											
Intersection V/C	0.469											

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Skye Canyon Park Drive and Sky Pointe/Fort Apache Road

Control Type:	Signalized	Delay (sec / veh):	28.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.321

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Fort Apache Road			Sky Pointe Drive		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	500.00	100.00	200.00	550.00	100.00	350.00	375.00	100.00	350.00	325.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Fort Apache Road			Sky Pointe Drive		
Base Volume Input [veh/h]	6	144	172	8	399	0	324	0	21	0	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	144	172	8	399	0	324	0	21	0	0	7
Peak Hour Factor	1.0000	0.9000	0.7540	0.5000	0.8530	1.0000	0.8530	1.0000	0.5830	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	40	57	4	117	0	95	0	9	0	0	2
Total Analysis Volume [veh/h]	6	160	228	16	468	0	380	0	36	0	0	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	1			2			0			0		
Bicycle Volume [bicycles/h]	2			0			1			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	51	0	38	89	0	0	51	0	0	51	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No	No			No			No	
Maximum Recall		No		No	No			No			No	
Pedestrian Recall		No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	47	47	47	34	85	85	47	47	47	47	47	47
g / C, Green / Cycle	0.34	0.34	0.34	0.24	0.61	0.61	0.34	0.34	0.34	0.34	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.00	0.04	0.16	0.01	0.08	0.00	0.15	0.00	0.03	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1610	4567	1406	3101	6089	1425	2465	1676	1404	2467	3192	1424
c, Capacity [veh/h]	516	1533	472	753	3697	865	844	563	471	844	1072	478
d1, Uniform Delay [s]	35.55	32.01	36.87	40.34	11.70	0.00	38.11	0.00	31.70	0.00	0.00	31.04
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.14	3.51	0.05	0.07	0.00	1.74	0.00	0.32	0.00	0.00	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.10	0.48	0.02	0.13	0.00	0.45	0.00	0.08	0.00	0.00	0.01
d, Delay for Lane Group [s/veh]	35.59	32.15	40.38	40.39	11.77	0.00	39.84	0.00	32.02	0.00	0.00	31.10
Lane Group LOS	D	C	D	D	B	A	D	A	C	A	A	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.08	1.29	6.71	0.22	1.59	0.00	5.48	0.00	0.89	0.00	0.00	0.17
50th-Percentile Queue Length [ft/ln]	1.94	32.20	167.63	5.48	39.72	0.00	137.08	0.00	22.23	0.00	0.00	4.22
95th-Percentile Queue Length [veh/ln]	0.14	2.32	10.95	0.39	2.86	0.00	9.32	0.00	1.60	0.00	0.00	0.30
95th-Percentile Queue Length [ft/ln]	3.49	57.95	273.80	9.86	71.50	0.00	233.09	0.00	40.01	0.00	0.00	7.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.59	32.15	40.38	40.39	11.77	0.00	39.84	0.00	32.02	0.00	0.00	31.10
Movement LOS	D	C	D	D	B	A	D	A	C	A	A	C
d_A, Approach Delay [s/veh]	36.96			12.72			39.16			31.10		
Approach LOS	D			B			D			C		
d_I, Intersection Delay [s/veh]	28.62											
Intersection LOS	C											
Intersection V/C	0.321											

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Skye Canyon Park Drive and US 95 SPUI

Control Type:	Signalized	Delay (sec / veh):	39.3
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.316

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Presence of On-Street Parking										
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	0	0	0	0	0	0	0	0	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	0	0	0	0	0	0	0
Maximum Green [s]	0	0	0	0	0	0	0	0	0	0
Amber [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Rest In Walk										
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall										
Maximum Recall										
Pedestrian Recall										
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group Results

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS										
d_A, Approach Delay [s/veh]	0.00					0.00				
Approach LOS	A					A				
d_I, Intersection Delay [s/veh]	39.33									
Intersection LOS	D									
Intersection V/C	0.316									

Intersection Setup

Name	Skye Canyon Park Drive					Skye Canyon Park Drive				
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	2	0	0	0	0
Pocket Length [ft]	550.00	100.00	100.00	100.00	100.00	700.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name	Skye Canyon Park Drive					Skye Canyon Park Drive				
Base Volume Input [veh/h]	122	0	185	0	0	453	0	216	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	0	185	0	0	453	0	216	0	0
Peak Hour Factor	0.8240	1.0000	0.8110	1.0000	1.0000	0.8920	1.0000	0.7710	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	0	57	0	0	127	0	70	0	0
Total Analysis Volume [veh/h]	148	0	228	0	0	508	0	280	0	0
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	3	3	8	0	0	7	7	4	0	0
Auxiliary Signal Groups										
Lead / Lag	Lead	-	-	-	-	Lead	-	-	-	-
Minimum Green [s]	5	5	5	0	0	5	5	5	0	0
Maximum Green [s]	30	30	30	0	0	30	30	30	0	0
Amber [s]	4.0	4.0	4.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0
All red [s]	2.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0
Split [s]	43	43	43	0	0	51	51	51	0	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	0.0	3.0	3.0	3.0	0.0	0.0
Walk [s]	0	0	5	0	0	0	0	5	0	0
Pedestrian Clearance [s]	0	0	10	0	0	0	0	10	0	0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	4.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0
Minimum Recall	No		No			No		No		
Maximum Recall	No		No			No		No		
Pedestrian Recall	No		No			No		No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	37	37	45	45
g / C, Green / Cycle	0.26	0.26	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.05	0.05	0.16	0.06
s, saturation flow rate [veh/h]	3101	4658	3101	4658
c, Capacity [veh/h]	819	1231	997	1497
d1, Uniform Delay [s]	39.79	39.84	38.55	34.29
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.48	0.33	1.86	0.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.19	0.51	0.19
d, Delay for Lane Group [s/veh]	40.27	40.17	40.41	34.57
Lane Group LOS	D	D	D	C
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.05	2.09	7.40	2.37
50th-Percentile Queue Length [ft/ln]	51.36	52.34	184.94	59.31
95th-Percentile Queue Length [veh/ln]	3.70	3.77	11.86	4.27
95th-Percentile Queue Length [ft/ln]	92.44	94.22	296.46	106.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.27	0.00	40.17	0.00	0.00	40.41	0.00	34.57	0.00	0.00
Movement LOS	D		D			D		C		
d_A, Approach Delay [s/veh]	40.21					38.33				
Approach LOS	D					D				
d_I, Intersection Delay [s/veh]	39.33									
Intersection LOS	D									
Intersection V/C	0.316									

Intersection Setup

Name	US 95 NB					US 95 SB				
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name	US 95 NB					US 95 SB				
Base Volume Input [veh/h]	268	0	0	0	0	13	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	268	0	0	0	0	13	0	0	0	0
Peak Hour Factor	0.8380	1.0000	1.0000	1.0000	1.0000	0.6500	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	0	0	0	0	5	0	0	0	0
Total Analysis Volume [veh/h]	320	0	0	0	0	20	0	0	0	0
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	5	0	0	0	0	1	0	0	0	0
Auxiliary Signal Groups										
Lead / Lag	Lead	-	-	-	-	Lead	-	-	-	-
Minimum Green [s]	5	0	0	0	0	5	0	0	0	0
Maximum Green [s]	30	0	0	0	0	30	0	0	0	0
Amber [s]	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	46	0	0	0	0	46	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	5	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	10	0	0	0	0
Rest In Walk	No					No				
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No					No				
Maximum Recall	No					No				
Pedestrian Recall	No					No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L
C, Cycle Length [s]	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00
g_i, Effective Green Time [s]	40	40
g / C, Green / Cycle	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.10	0.01
s, saturation flow rate [veh/h]	3101	3101
c, Capacity [veh/h]	886	886
d1, Uniform Delay [s]	39.82	35.95
k, delay calibration	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00
d2, Incremental Delay [s]	1.14	0.05
d3, Initial Queue Delay [s]	0.00	0.00
Rp, platoon ratio	1.00	1.00
PF, progression factor	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.02
d, Delay for Lane Group [s/veh]	40.97	35.99
Lane Group LOS	D	D
Critical Lane Group	Yes	No
50th-Percentile Queue Length [veh/ln]	4.58	0.26
50th-Percentile Queue Length [ft/ln]	114.55	6.41
95th-Percentile Queue Length [veh/ln]	8.09	0.46
95th-Percentile Queue Length [ft/ln]	202.32	11.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.97	0.00	0.00	0.00	0.00	35.99	0.00	0.00	0.00	0.00
Movement LOS	D					D				
d_A, Approach Delay [s/veh]	40.97					35.99				
Approach LOS	D					D				
d_I, Intersection Delay [s/veh]	39.33									
Intersection LOS	D									
Intersection V/C	0.316									

Sequence

Ring 1	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Fort Apache Road and Sky Pointe Drive/Horse Drive

Control Type:	Signalized	Delay (sec / veh):	24.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.221

Intersection Setup

Name	Fort Apache Road			Horse Drive			Sky Pointe Drive			Fort Apache Road		
Approach	Northbound			Westbound			Northeastbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	350.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fort Apache Road			Horse Drive			Sky Pointe Drive			Fort Apache Road		
Base Volume Input [veh/h]	2	156	2	1	1	82	107	0	2	35	63	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	156	2	1	1	82	107	0	2	35	63	82
Peak Hour Factor	0.5000	0.7800	0.5000	0.2500	0.2500	0.7070	0.9550	1.0000	0.5000	0.8750	0.8750	0.6030
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	50	1	1	1	29	28	0	1	10	18	34
Total Analysis Volume [veh/h]	4	200	4	4	4	116	112	0	4	40	72	136
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	18			0			8			1		
Bicycle Volume [bicycles/h]	5			0			4			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	4	0	0	8	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	70	0	0	70	0	0	70	0	0	70	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	64	64	64	64	64	64	64	64	64
g / C, Green / Cycle	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.00	0.12	0.00	0.08	0.10	0.00	0.04	0.04	0.10
s, saturation flow rate [veh/h]	1182	1670	1242	1431	1139	1364	1056	1676	1413
c, Capacity [veh/h]	546	763	599	654	499	624	439	766	646
d1, Uniform Delay [s]	23.75	23.50	21.92	22.52	28.59	20.69	29.12	21.55	22.83
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	0.86	0.02	0.62	1.04	0.02	0.41	0.24	0.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.27	0.01	0.18	0.22	0.01	0.09	0.09	0.21
d, Delay for Lane Group [s/veh]	23.77	24.36	21.94	23.13	29.63	20.71	29.53	21.80	23.57
Lane Group LOS	C	C	C	C	C	C	C	C	C
Critical Lane Group	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.08	4.42	0.08	2.50	2.72	0.08	0.95	1.42	2.88
50th-Percentile Queue Length [ft/ln]	2.07	110.44	1.97	62.49	67.93	1.91	23.83	35.58	71.90
95th-Percentile Queue Length [veh/ln]	0.15	7.86	0.14	4.50	4.89	0.14	1.72	2.56	5.18
95th-Percentile Queue Length [ft/ln]	3.73	196.62	3.55	112.48	122.28	3.44	42.89	64.04	129.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.77	24.36	24.36	21.94	23.13	23.13	29.63	20.71	20.71	29.53	21.80	23.57
Movement LOS	C	C	C	C	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	24.35			23.10			29.32			24.02		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	24.84											
Intersection LOS	C											
Intersection V/C	0.221											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Horse Drive and El Capitan Way

Control Type:	Two-way stop	Delay (sec / veh):	16.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Base Volume Input [veh/h]	27	111	0	3	261	9	4	0	46	1	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	111	0	3	261	9	4	0	46	1	1	0
Peak Hour Factor	0.5630	0.7710	1.0000	0.3750	0.5720	0.5630	0.5000	1.0000	0.6760	0.2500	0.2500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	36	0	2	114	4	2	0	17	1	1	0
Total Analysis Volume [veh/h]	48	144	0	8	456	16	8	0	68	4	4	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.01	0.00	0.00	0.02	0.00	0.09	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	8.47	0.00	0.00	7.52	0.00	0.00	15.94	16.24	10.16	14.05	16.12	8.91
Movement LOS	A	A	A	A	A	A	C	C	B	B	C	A
95th-Percentile Queue Length [veh/ln]	0.14	0.07	0.00	0.02	0.01	0.00	0.07	0.29	0.29	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	3.46	1.73	0.00	0.42	0.21	0.00	1.82	7.29	7.29	1.68	1.68	1.68
d_A, Approach Delay [s/veh]	2.12			0.13			10.77			15.09		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.86											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 12: El Capitan Way and Grand Teton Drive

Control Type:	All-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.390

Intersection Setup

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	0.00	100.00	0.00	0.00	100.00	225.00	0.00	100.00	175.00	225.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Base Volume Input [veh/h]	18	120	24	106	413	2	1	66	31	69	72	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	120	24	106	413	2	1	66	31	69	72	55
Peak Hour Factor	0.7500	0.8820	0.7500	0.5640	0.8680	0.5000	0.2500	0.6600	0.6460	0.6630	0.9000	0.6250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	34	8	47	119	1	1	25	12	26	20	22
Total Analysis Volume [veh/h]	24	136	32	188	476	4	4	100	48	104	80	88
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	524	562	625	566	611	611	688	501	535	535	593	493	527	527	586
Degree of Utilization, x	0.05	0.24	0.05	0.33	0.39	0.39	0.01	0.01	0.09	0.09	0.08	0.21	0.08	0.08	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.14	0.94	0.16	1.45	1.84	1.84	0.02	0.02	0.31	0.31	0.26	0.79	0.25	0.25	0.53
95th-Percentile Queue Length [ft]	3.59	23.52	4.04	36.22	46.04	46.04	0.44	0.60	7.69	7.69	6.59	19.76	6.13	6.13	13.15
Approach Delay [s/veh]	10.59			12.25				9.86				10.75			
Approach LOS	B			B				A				B			
Intersection Delay [s/veh]	11.40														
Intersection LOS	B														

Intersection Level Of Service Report
Intersection 13: Durango Drive and El Capitan Way/Farm Road

Control Type:	Signalized	Delay (sec / veh):	68.0
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	425.00	100.00	225.00	200.00	100.00	200.00	425.00	100.00	150.00	200.00	100.00	225.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Base Volume Input [veh/h]	103	354	194	38	785	17	724	127	36	53	217	368
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	354	194	38	785	17	724	127	36	53	217	368
Peak Hour Factor	0.6640	0.9030	0.8220	0.5940	0.9300	0.5310	0.8790	0.6350	0.6920	0.6630	0.8480	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	98	59	16	211	8	206	50	13	20	64	100
Total Analysis Volume [veh/h]	155	392	236	64	844	32	824	200	52	80	256	400
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	2			1			1			3		
Bicycle Volume [bicycles/h]	0			4			0			1		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	16	37	0	12	33	0	43	74	0	17	48	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	10	31	31	6	27	27	37	68	68	11	42	42
g / C, Green / Cycle	0.07	0.22	0.22	0.04	0.19	0.19	0.26	0.49	0.49	0.08	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.17	0.02	0.18	0.02	0.27	0.06	0.04	0.03	0.08	0.28
s, saturation flow rate [veh/h]	3101	4567	1423	3101	4567	1395	3101	3192	1424	3101	3192	1404
c, Capacity [veh/h]	221	1011	315	133	881	269	819	1550	692	244	958	421
d1, Uniform Delay [s]	63.53	46.42	50.87	65.48	55.94	46.67	51.50	19.75	19.22	61.01	37.29	47.96
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.85	1.12	15.04	11.97	21.75	0.90	32.80	0.17	0.21	3.57	0.68	32.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

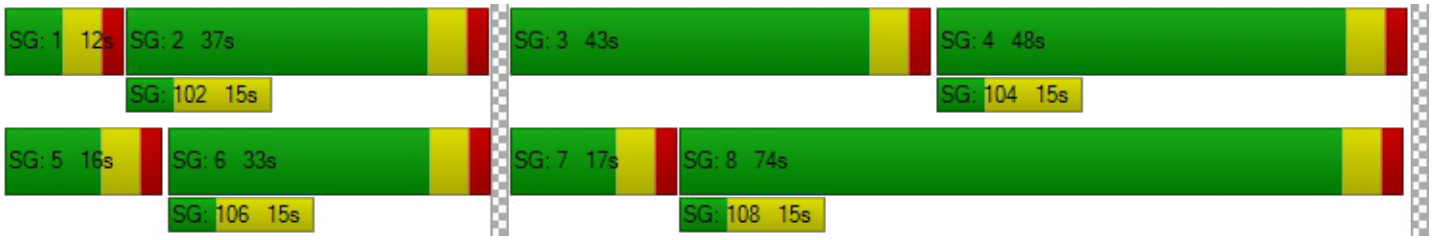
X, volume / capacity	0.70	0.39	0.75	0.48	0.96	0.12	1.01	0.13	0.08	0.33	0.27	0.95
d, Delay for Lane Group [s/veh]	80.38	47.54	65.91	77.45	77.70	47.58	84.30	19.92	19.43	64.58	37.98	80.84
Lane Group LOS	F	D	E	E	E	D	F	B	B	E	D	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.23	4.02	9.07	1.34	11.61	1.00	18.06	1.86	0.96	1.47	3.48	17.46
50th-Percentile Queue Length [ft/ln]	80.72	100.52	226.66	33.57	290.28	25.02	451.51	46.58	24.11	36.84	86.95	436.51
95th-Percentile Queue Length [veh/ln]	5.81	7.24	14.00	2.42	17.20	1.80	25.12	3.35	1.74	2.65	6.26	24.31
95th-Percentile Queue Length [ft/ln]	145.30	180.93	350.12	60.43	429.99	45.04	627.92	83.84	43.40	66.32	156.51	607.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	80.38	47.54	65.91	77.45	77.70	47.58	84.30	19.92	19.43	64.58	37.98	80.84
Movement LOS	F	D	E	E	E	D	F	B	B	E	D	F
d_A, Approach Delay [s/veh]	59.58			76.65			69.20			64.16		
Approach LOS	E			E			E			E		
d_I, Intersection Delay [s/veh]	68.00											
Intersection LOS	E											
Intersection V/C	0.785											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Durango Drive and US 95 Northbound

Control Type:	Signalized	Delay (sec / veh):	40.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name	Durango Drive			Durango Drive			US 95 NB					
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	1	2	0	2	0	0	0
Pocket Length [ft]	400.00	100.00	100.00	100.00	100.00	225.00	0.00	100.00	0.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			US 95 NB					
Base Volume Input [veh/h]	99	491	0	0	1840	37	288	0	160	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	491	0	0	1840	37	288	0	160	0	0	0
Peak Hour Factor	0.6350	0.9160	1.0000	1.0000	0.9640	0.7120	0.7060	1.0000	0.8700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	134	0	0	477	13	102	0	46	0	0	0
Total Analysis Volume [veh/h]	156	536	0	0	1909	52	408	0	184	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	0	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	34	102	0	0	68	0	0	38	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No			No			No				
Maximum Recall	No	No			No			No				
Pedestrian Recall	No	No			No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R	
C, Cycle Length [s]	140	140	140	140	140	140	140	
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
g_i, Effective Green Time [s]	28	96	62	62	32	32	32	
g / C, Green / Cycle	0.20	0.69	0.44	0.44	0.23	0.23	0.23	
(v / s)_i Volume / Saturation Flow Rate	0.05	0.12	0.42	0.04	0.09	0.09	0.07	
s, saturation flow rate [veh/h]	3101	4567	4567	1425	3101	1597	2522	
c, Capacity [veh/h]	620	3131	2022	631	709	365	577	
d1, Uniform Delay [s]	47.17	7.83	37.34	22.55	45.66	45.54	44.94	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.97	0.12	10.56	0.26	1.57	2.90	1.46	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.25	0.17	0.94	0.08	0.38	0.37	0.32	
d, Delay for Lane Group [s/veh]	48.15	7.95	47.90	22.81	47.24	48.44	46.39	
Lane Group LOS	D	A	D	C	D	D	D	
Critical Lane Group	Yes	No	Yes	No	Yes	No	No	
50th-Percentile Queue Length [veh/ln]	2.40	1.92	22.51	1.06	4.20	4.33	2.81	
50th-Percentile Queue Length [ft/ln]	60.05	48.12	562.87	26.46	104.93	108.13	70.19	
95th-Percentile Queue Length [veh/ln]	4.32	3.46	30.30	1.91	7.55	7.74	5.05	
95th-Percentile Queue Length [ft/ln]	108.10	86.61	757.41	47.63	188.87	193.40	126.34	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.15	7.95	0.00	0.00	47.90	22.81	47.64	48.44	46.39	0.00	0.00	0.00
Movement LOS	D	A			D	C	D	D	D			
d_A, Approach Delay [s/veh]	17.01			47.23			47.25			0.00		
Approach LOS	B			D			D			A		
d_I, Intersection Delay [s/veh]	40.79											
Intersection LOS	D											
Intersection V/C	0.556											

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Durango Drive and US 95 Southbound

Control Type:	Signalized	Delay (sec / veh):	29.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.876

Intersection Setup

Name	Durango Drive			Durango Drive						US 95 SB		
Approach	Northbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes			No			Yes			Yes	

Volumes

Name	Durango Drive			Durango Drive						US 95 SB		
Base Volume Input [veh/h]	0	667	901	0	969	0	0	0	0	48	0	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	667	901	0	969	0	0	0	0	48	0	193
Peak Hour Factor	1.0000	0.8890	0.8530	1.0000	0.8660	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	188	264	0	280	0	0	0	0	12	0	48
Total Analysis Volume [veh/h]	0	750	1056	0	1119	0	0	0	0	48	0	193
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	1	0	0	2	0	0	0	0	0	3	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Split [s]	0	105	0	0	105	0	0	0	0	0	35	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C		L	C	R
C, Cycle Length [s]	140	140	140		140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00		6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00		4.00	4.00	4.00
g_i, Effective Green Time [s]	99	99	99		29	29	29
g / C, Green / Cycle	0.71	0.71	0.71		0.21	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.16	0.74	0.25		0.02	0.02	0.14
s, saturation flow rate [veh/h]	4567	1425	4567		1597	1597	1425
c, Capacity [veh/h]	3229	1008	3229		331	331	295
d1, Uniform Delay [s]	7.18	20.50	7.95		44.68	44.68	50.90
k, delay calibration	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.17	41.75	0.30		0.43	0.43	10.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.23	1.05	0.35		0.07	0.07	0.65
d, Delay for Lane Group [s/veh]	7.35	62.25	8.25		45.10	45.10	61.67
Lane Group LOS	A	F	A		D	D	E
Critical Lane Group	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.59	40.95	4.29		0.72	0.72	7.12
50th-Percentile Queue Length [ft/ln]	64.86	1023.77	107.25		18.00	18.00	178.06
95th-Percentile Queue Length [veh/ln]	4.67	53.70	7.69		1.30	1.30	11.50
95th-Percentile Queue Length [ft/ln]	116.75	1342.56	192.18		32.40	32.40	287.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	7.35	62.25	0.00	8.25	0.00	0.00	0.00	0.00	45.10	45.10	61.67
Movement LOS		A	F		A					D	D	E
d_A, Approach Delay [s/veh]	39.45			8.25			0.00			58.37		
Approach LOS	D			A			A			E		
d_I, Intersection Delay [s/veh]	29.86											
Intersection LOS	C											
Intersection V/C	0.876											

Sequence

Ring 1	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 203: El Capitan Way and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.037

Intersection Setup

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Base Volume Input [veh/h]	1	2	0	0	2	3	0	4	14	9	25	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	2	0	0	2	3	0	4	14	9	25	0
Peak Hour Factor	0.2500	0.5000	1.0000	1.0000	0.5000	0.3750	1.0000	0.3330	0.8750	0.4500	0.7810	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	0	1	2	0	3	4	5	8	0
Total Analysis Volume [veh/h]	4	4	0	0	4	8	0	12	16	20	32	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.02	0.04	0.00
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	7.23	0.00	0.00	8.94	9.24	8.46	9.05	9.40	8.58
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.00	0.00	0.00	0.09	0.09	0.09	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	0.19	0.19	0.19	0.00	0.00	0.00	2.21	2.21	2.21	4.61	4.61	4.61
d_A, Approach Delay [s/veh]	3.62			0.00			8.79			9.26		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	7.57											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 204: Durango Drive and Log Cabin Way

Control Type:	All-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.278

Intersection Setup

Name	Durango Drive		Durango Drive		Log Cabin Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Durango Drive		Durango Drive		Log Cabin Way	
Base Volume Input [veh/h]	5	76	149	26	11	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	76	149	26	11	7
Peak Hour Factor	0.6250	0.9500	0.7030	0.7220	0.3930	0.4380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	20	53	9	7	4
Total Analysis Volume [veh/h]	8	80	212	36	28	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	732	746	764	897	785
Degree of Utilization, x	0.06	0.06	0.28	0.04	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.19	0.19	1.13	0.13	0.18
95th-Percentile Queue Length [ft]	4.78	4.69	28.34	3.13	4.45
Approach Delay [s/veh]	7.88		8.87		7.86
Approach LOS	A		A		A
Intersection Delay [s/veh]	8.53				
Intersection LOS	A				

Vistro File: J:\...\181210_Sunstone_working_3400 Units.vistro
Report File: J:\...\1_181213_AM Existing_Final.pdf

Scenario 4 AM Existing
12/14/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Kyle Canyon Road / Oso Blanca Road	Final Base	28	12	4	5	31	92	35	0	28	0	1	1	237
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**28**	**12**	**4**	**5**	**31**	**92**	**35**	**0**	**28**	**0**	**1**	**1**	**237**

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Thru	Right	Left	Right	
5	Skye Canyon Park Drive and O'Hare Road	Final Base	17	39	37	0	69	1	163
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**17**	**39**	**37**	**0**	**69**	**1**	**163**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Skye Canyon Park Drive and Iron Mountain Road	Final Base	165	44	39	0	88	17	7	37	105	83	68	5	658
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**165**	**44**	**39**	**0**	**88**	**17**	**7**	**37**	**105**	**83**	**68**	**5**	**658**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Skye Canyon Park Drive and Brent Lane	Final Base	180	234	39	2	244	30	4	42	56	71	111	11	1024
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**180**	**234**	**39**	**2**	**244**	**30**	**4**	**42**	**56**	**71**	**111**	**11**	**1024**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	Skye Canyon Park Drive and Sky Pointe/Fort Apache Road	Final Base	6	144	172	8	399	0	324	0	21	0	0	7	1081
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**6**	**144**	**172**	**8**	**399**	**0**	**324**	**0**	**21**	**0**	**0**	**7**	**1081**

ID	Intersection Name	Volume Type	Eastbound		Westbound		Northwestbound	Southeastbound	Total Volume
			Left	Thru	Left	Thru	Left	Left	
9	Skye Canyon Park Drive and US 95 SPUI	Final Base	122	185	453	216	268	13	1257
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**122**	**185**	**453**	**216**	**268**	**13**	**1257**

ID	Intersection Name	Volume Type	Northbound			Westbound			Northeastbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	Fort Apache Road and Sky Pointe Drive/Horse Drive	Final Base	2	156	2	1	1	82	107	0	2	35	63	82	533
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**2**	**156**	**2**	**1**	**1**	**82**	**107**	**0**	**2**	**35**	**63**	**82**	**533**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Horse Drive and El Capitan Way	Final Base	27	111	0	3	261	9	4	0	46	1	1	0	463
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**27**	**111**	**0**	**3**	**261**	**9**	**4**	**0**	**46**	**1**	**1**	**0**	**463**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	El Capitan Way and Grand Teton Drive	Final Base	18	120	24	106	413	2	1	66	31	69	72	55	977
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**18**	**120**	**24**	**106**	**413**	**2**	**1**	**66**	**31**	**69**	**72**	**55**	**977**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Durango Drive and El Capitan Way/Farm Road	Final Base	103	354	194	38	785	17	724	127	36	53	217	368	3016
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**103**	**354**	**194**	**38**	**785**	**17**	**724**	**127**	**36**	**53**	**217**	**368**	**3016**

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Northwestbound			Total Volume
			Left	Thru	Thru	Right	Left	Thru	Right	
14	Durango Drive and US 95 Northbound	Final Base	99	491	1840	37	288	0	160	2915
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0
		Future Total	**99**	**491**	**1840**	**37**	**288**	**0**	**160**	**2915**

ID	Intersection Name	Volume Type	Northbound		Southwestbound	Southeastbound			Total Volume
			Thru	Right	Thru	Left	Thru	Right	
15	Durango Drive and US 95 Southbound	Final Base	667	901	969	48	0	193	2778
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**667**	**901**	**969**	**48**	**0**	**193**	**2778**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
203	El Capitan Way and Log Cabin Way	Final Base	1	2	0	0	2	3	0	4	14	9	25	0	60
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**1**	**2**	**0**	**0**	**2**	**3**	**0**	**4**	**14**	**9**	**25**	**0**	**60**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
204	Durango Drive and Log Cabin Way	Final Base	5	76	149	26	11	7	274
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**5**	**76**	**149**	**26**	**11**	**7**	**274**

Intersection Level Of Service Report
Intersection 1: Kyle Canyon Road / Oso Blanca Road

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.198

Intersection Setup

Name	Oso Blanca Road			Oso Blanca Road			Kyle Canyon Road			Kyle Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Oso Blanca Road			Oso Blanca Road			Kyle Canyon Road			Kyle Canyon Road		
Base Volume Input [veh/h]	30	8	0	1	96	66	91	0	64	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	8	0	1	96	66	91	0	64	0	0	0
Peak Hour Factor	0.7500	0.6670	1.0000	0.2500	0.7270	0.8680	0.6890	1.0000	0.8000	1.0000	0.2500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	3	0	1	33	19	33	0	20	0	0	0
Total Analysis Volume [veh/h]	40	12	0	4	132	76	132	0	80	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.09	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.72	0.00	0.00	7.25	0.00	0.00	12.40	12.84	11.12	11.32	11.14	8.37
Movement LOS	A	A	A	A	A	A	B	B	B	B	B	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.09	0.01	0.01	0.01	1.20	1.20	1.20	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.27	2.27	2.27	0.19	0.19	0.19	30.05	30.05	30.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	5.94			0.14			11.92			10.28		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	6.02											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Skye Canyon Park Drive and O'Hare Road

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.068

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			O'Hare Road			O'Hare Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			O'Hare Road			O'Hare Road		
Base Volume Input [veh/h]	0	55	81	0	23	0	0	0	0	48	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	55	81	0	23	0	0	0	0	48	0	0
Peak Hour Factor	1.0000	0.9170	0.8800	1.0000	0.6390	1.0000	1.0000	1.0000	1.0000	0.8570	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	23	0	9	0	0	0	0	14	0	0
Total Analysis Volume [veh/h]	0	60	92	0	36	0	0	0	0	56	0	0
Pedestrian Volume [ped/h]	1			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.52	0.00	0.00	0.00	0.00	0.00	9.68	0.00	8.80
Movement LOS		A	A	A	A					A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.45	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.00			0.00			9.68		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.22											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 6: Skye Canyon Park Drive and Iron Mountain Road

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.176

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Iron Mountain Road			Iron Mountain Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	200.00	125.00	100.00	150.00	125.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Iron Mountain Road			Iron Mountain Road		
Base Volume Input [veh/h]	15	133	120	3	65	0	1	8	18	71	2	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	133	120	3	65	0	1	8	18	71	2	0
Peak Hour Factor	0.5360	0.8750	0.8330	0.3750	0.7740	1.0000	0.2500	0.6670	0.5630	0.7720	0.5000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	38	36	2	21	0	1	3	8	23	1	0
Total Analysis Volume [veh/h]	28	152	144	8	84	0	4	12	32	92	4	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			1			1		
Bicycle Volume [bicycles/h]	1			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	11	75	0	0	64	0	0	65	0	0	65	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	69	69	69	58	58	58	59	59	59	59	59
g / C, Green / Cycle	0.49	0.49	0.49	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.02	0.05	0.10	0.01	0.03	0.00	0.00	0.01	0.02	0.07	0.00
s, saturation flow rate [veh/h]	1232	3192	1394	1106	3192	1425	1266	1676	1425	1257	1676
c, Capacity [veh/h]	663	1573	687	466	1322	590	565	707	601	558	707
d1, Uniform Delay [s]	18.34	18.90	20.08	27.57	24.66	0.00	24.80	23.60	23.97	26.92	23.49
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.12	0.12	0.69	0.07	0.09	0.00	0.02	0.04	0.17	0.64	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

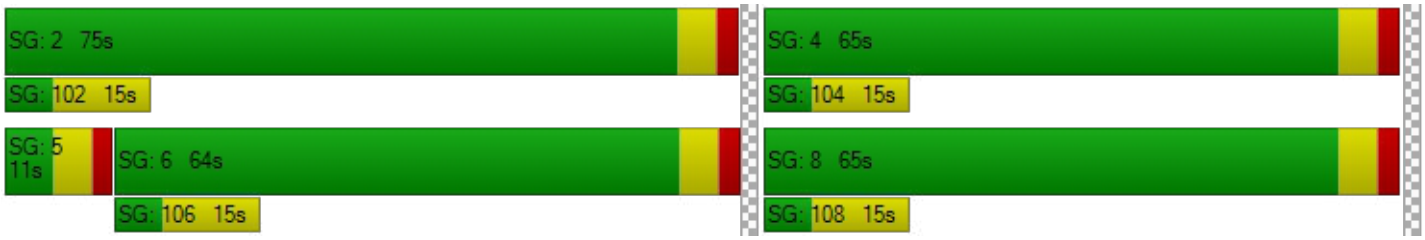
X, volume / capacity	0.04	0.10	0.21	0.02	0.06	0.00	0.01	0.02	0.05	0.16	0.01
d, Delay for Lane Group [s/veh]	18.46	19.03	20.77	27.64	24.76	0.00	24.82	23.65	24.14	27.56	23.50
Lane Group LOS	B	B	C	C	C	A	C	C	C	C	C
Critical Lane Group	No	No	Yes	No	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.50	1.37	2.84	0.18	0.88	0.00	0.08	0.25	0.67	2.12	0.08
50th-Percentile Queue Length [ft/ln]	12.55	34.26	70.91	4.54	21.88	0.00	2.12	6.14	16.76	52.92	2.04
95th-Percentile Queue Length [veh/ln]	0.90	2.47	5.11	0.33	1.58	0.00	0.15	0.44	1.21	3.81	0.15
95th-Percentile Queue Length [ft/ln]	22.59	61.67	127.63	8.17	39.38	0.00	3.81	11.06	30.16	95.26	3.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.46	19.03	20.77	27.64	24.76	0.00	24.82	23.65	24.14	27.56	23.50	23.50
Movement LOS	B	B	C	C	C	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	19.75			25.01			24.07			27.39		
Approach LOS	B			C			C			C		
d_I, Intersection Delay [s/veh]	22.30											
Intersection LOS	C											
Intersection V/C	0.176											

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Skye Canyon Park Drive and Brent Lane

Control Type:	Signalized	Delay (sec / veh):	26.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.197

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Brent Lane			Brent Lane		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	200.00	150.00	100.00	150.00	100.00	100.00	100.00	0.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Brent Lane			Brent Lane		
Base Volume Input [veh/h]	16	243	114	7	146	2	4	21	35	73	10	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	243	114	7	146	2	4	21	35	73	10	4
Peak Hour Factor	0.6670	0.8930	0.7700	0.3500	0.8690	0.5000	0.3330	0.4770	0.5150	0.7600	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	68	37	5	42	1	3	11	17	24	5	2
Total Analysis Volume [veh/h]	24	272	148	20	168	4	12	44	68	96	20	8
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			1			1			0		
Bicycle Volume [bicycles/h]	1			1			0			1		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	11	62	0	11	62	0	0	67	0	0	67	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	0.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	67	56	56	67	56	56	61	61	61	61
g / C, Green / Cycle	0.48	0.40	0.40	0.48	0.40	0.40	0.44	0.44	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.02	0.06	0.11	0.02	0.04	0.00	0.01	0.07	0.08	0.02
s, saturation flow rate [veh/h]	1159	4567	1395	1074	4567	1393	1238	1514	1148	1589
c, Capacity [veh/h]	604	1827	558	550	1827	557	561	660	484	692
d1, Uniform Delay [s]	19.36	26.80	28.19	19.38	26.16	25.27	24.50	24.07	29.71	22.69
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.12	0.17	1.16	0.12	0.10	0.02	0.07	0.56	0.92	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

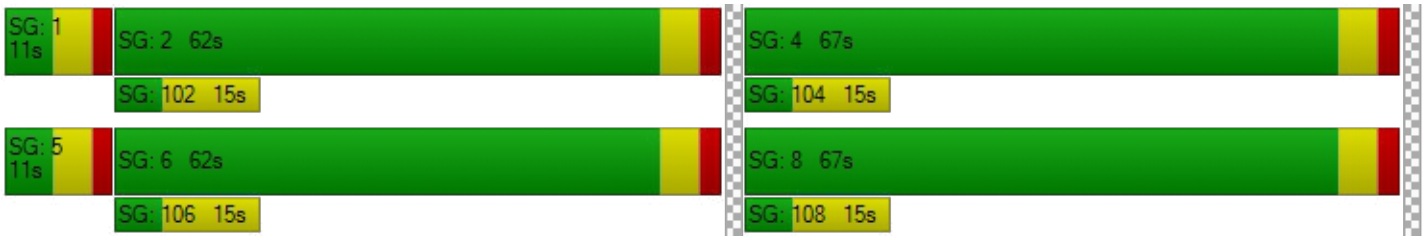
X, volume / capacity	0.04	0.15	0.27	0.04	0.09	0.01	0.02	0.17	0.20	0.04
d, Delay for Lane Group [s/veh]	19.48	26.97	29.35	19.50	26.26	25.30	24.57	24.63	30.63	22.80
Lane Group LOS	B	C	C	B	C	C	C	C	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.44	2.00	3.57	0.37	1.21	0.09	0.25	2.41	2.36	0.56
50th-Percentile Queue Length [ft/ln]	11.11	50.02	89.14	9.28	30.14	2.14	6.33	60.18	59.05	14.11
95th-Percentile Queue Length [veh/ln]	0.80	3.60	6.42	0.67	2.17	0.15	0.46	4.33	4.25	1.02
95th-Percentile Queue Length [ft/ln]	20.00	90.03	160.44	16.70	54.26	3.85	11.40	108.33	106.29	25.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.48	26.97	29.35	19.50	26.26	25.30	24.57	24.63	24.63	30.63	22.80	22.80
Movement LOS	B	C	C	B	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	27.36			25.54			24.62			28.86		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	26.79											
Intersection LOS	C											
Intersection V/C	0.197											

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Skye Canyon Park Drive and Sky Pointe/Fort Apache Road

Control Type:	Signalized	Delay (sec / veh):	26.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.329

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Fort Apache Road			Sky Pointe Drive		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	500.00	100.00	200.00	550.00	100.00	350.00	375.00	100.00	350.00	325.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Fort Apache Road			Sky Pointe Drive		
Base Volume Input [veh/h]	1	382	364	8	203	0	181	0	7	0	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	382	364	8	203	0	181	0	7	0	0	3
Peak Hour Factor	0.2500	0.9650	0.9290	0.6670	0.8600	1.0000	0.8870	1.0000	0.5830	1.0000	1.0000	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	99	98	3	59	0	51	0	3	0	0	1
Total Analysis Volume [veh/h]	4	396	392	12	236	0	204	0	12	0	0	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	39	78	0	11	50	0	11	40	0	11	40	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	0.00	4.00	4.00	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	33	72	72	83	44	44	45	34	34	45	34	34
g / C, Green / Cycle	0.24	0.51	0.51	0.59	0.31	0.31	0.32	0.24	0.24	0.32	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.00	0.09	0.28	0.01	0.04	0.00	0.08	0.00	0.01	0.00	0.00	0.00
s, saturation flow rate [veh/h]	3101	4567	1425	1870	6089	1425	2594	1676	1425	2594	3192	1425
c, Capacity [veh/h]	731	2349	733	1125	1914	448	929	407	346	929	775	346
d1, Uniform Delay [s]	40.94	18.08	22.78	11.80	34.24	0.00	34.50	0.00	40.47	0.00	0.00	40.24
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.16	2.79	0.02	0.13	0.00	0.54	0.00	0.19	0.00	0.00	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

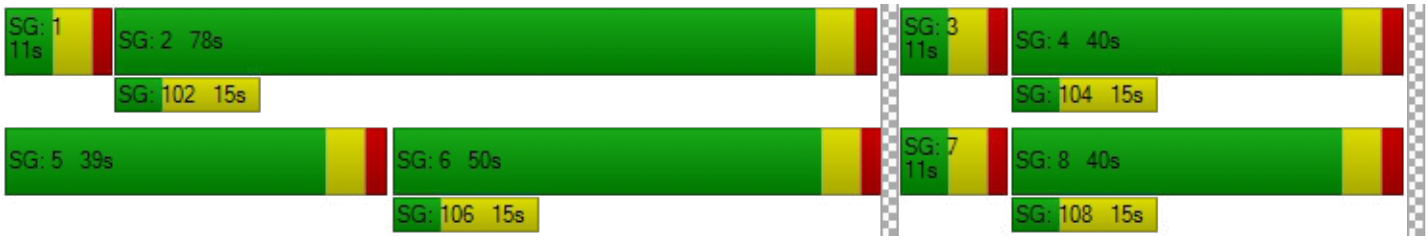
X, volume / capacity	0.01	0.17	0.53	0.01	0.12	0.00	0.22	0.00	0.03	0.00	0.00	0.01
d, Delay for Lane Group [s/veh]	40.96	18.24	25.57	11.82	34.37	0.00	35.05	0.00	40.66	0.00	0.00	40.30
Lane Group LOS	D	B	C	B	C	A	D	A	D	A	A	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.06	2.35	9.22	0.08	1.48	0.00	2.64	0.00	0.34	0.00	0.00	0.11
50th-Percentile Queue Length [ft/ln]	1.38	58.67	230.55	2.02	36.93	0.00	65.91	0.00	8.48	0.00	0.00	2.81
95th-Percentile Queue Length [veh/ln]	0.10	4.22	14.20	0.15	2.66	0.00	4.75	0.00	0.61	0.00	0.00	0.20
95th-Percentile Queue Length [ft/ln]	2.48	105.61	355.06	3.63	66.48	0.00	118.64	0.00	15.27	0.00	0.00	5.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.96	18.24	25.57	11.82	34.37	0.00	35.05	0.00	40.66	0.00	0.00	40.30
Movement LOS	D	B	C	B	C	A	D	A	D	A	A	D
d_A, Approach Delay [s/veh]	21.98			33.28			35.36			40.30		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	26.56											
Intersection LOS	C											
Intersection V/C	0.329											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Skye Canyon Park Drive and US 95 SPUI

Control Type:	Signalized	Delay (sec / veh):	41.2
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.410

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Presence of On-Street Parking										
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	0	0	0	0	0	0	0	0	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	0	0	0	0	0	0	0
Maximum Green [s]	0	0	0	0	0	0	0	0	0	0
Amber [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Rest In Walk										
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall										
Maximum Recall										
Pedestrian Recall										
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group Results

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS										
d_A, Approach Delay [s/veh]	0.00					0.00				
Approach LOS	A					A				
d_I, Intersection Delay [s/veh]	41.17									
Intersection LOS	D									
Intersection V/C	0.410									

Intersection Setup

Name	Skye Canyon Park Drive					Skye Canyon Park Drive				
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	2	0	0	0	0
Pocket Length [ft]	550.00	100.00	100.00	100.00	100.00	700.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name	Skye Canyon Park Drive					Skye Canyon Park Drive				
Base Volume Input [veh/h]	17	0	233	0	0	173	0	208	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	233	0	0	173	0	208	0	0
Peak Hour Factor	0.8500	1.0000	0.8830	1.0000	1.0000	0.7330	1.0000	0.9120	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	66	0	0	59	0	57	0	0
Total Analysis Volume [veh/h]	20	0	264	0	0	236	0	228	0	0
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	3	3	8	0	0	7	7	4	0	0
Auxiliary Signal Groups										
Lead / Lag	Lead	-	-	-	-	Lead	-	-	-	-
Minimum Green [s]	5	5	5	0	0	5	5	5	0	0
Maximum Green [s]	30	30	30	0	0	30	30	30	0	0
Amber [s]	4.0	4.0	4.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0
All red [s]	2.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0
Split [s]	37	37	40	0	0	42	42	45	0	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	0.0	3.0	3.0	3.0	0.0	0.0
Walk [s]	0	0	5	0	0	0	0	5	0	0
Pedestrian Clearance [s]	0	0	10	0	0	0	0	10	0	0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	4.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0
Minimum Recall	No		No			No		No		
Maximum Recall	No		No			No		No		
Pedestrian Recall	No		No			No		No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	31	34	36	39
g / C, Green / Cycle	0.22	0.24	0.26	0.28
(v / s)_i Volume / Saturation Flow Rate	0.01	0.06	0.08	0.05
s, saturation flow rate [veh/h]	3101	4658	3101	4658
c, Capacity [veh/h]	687	1131	797	1298
d1, Uniform Delay [s]	42.71	42.54	41.81	38.31
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.08	0.48	0.95	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.23	0.30	0.18
d, Delay for Lane Group [s/veh]	42.79	43.02	42.76	38.60
Lane Group LOS	D	D	D	D
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.28	2.53	3.43	2.05
50th-Percentile Queue Length [ft/ln]	7.08	63.21	85.65	51.17
95th-Percentile Queue Length [veh/ln]	0.51	4.55	6.17	3.68
95th-Percentile Queue Length [ft/ln]	12.74	113.78	154.18	92.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.79	0.00	43.02	0.00	0.00	42.76	0.00	38.60	0.00	0.00
Movement LOS	D		D			D		D		
d_A, Approach Delay [s/veh]	43.01					40.72				
Approach LOS	D					D				
d_I, Intersection Delay [s/veh]	41.17									
Intersection LOS	D									
Intersection V/C	0.410									

Intersection Setup

Name	US 95 NB					US 95 SB				
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name	US 95 NB					US 95 SB				
Base Volume Input [veh/h]	721	0	0	0	0	113	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	721	0	0	0	0	113	0	0	0	0
Peak Hour Factor	0.8380	1.0000	1.0000	1.0000	1.0000	0.8310	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	215	0	0	0	0	34	0	0	0	0
Total Analysis Volume [veh/h]	860	0	0	0	0	136	0	0	0	0
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	5	0	0	0	0	1	0	0	0	0
Auxiliary Signal Groups										
Lead / Lag	Lead	-	-	-	-	Lead	-	-	-	-
Minimum Green [s]	5	0	0	0	0	5	0	0	0	0
Maximum Green [s]	30	0	0	0	0	30	0	0	0	0
Amber [s]	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	58	0	0	0	0	58	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	5	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	10	0	0	0	0
Rest In Walk	No					No				
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No					No				
Maximum Recall	No					No				
Pedestrian Recall	No					No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L
C, Cycle Length [s]	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00
g_i, Effective Green Time [s]	52	52
g / C, Green / Cycle	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.28	0.04
s, saturation flow rate [veh/h]	3101	3101
c, Capacity [veh/h]	1152	1152
d1, Uniform Delay [s]	38.27	28.93
k, delay calibration	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00
d2, Incremental Delay [s]	4.44	0.21
d3, Initial Queue Delay [s]	0.00	0.00
Rp, platoon ratio	1.00	1.00
PF, progression factor	1.00	1.00

Lane Group Results

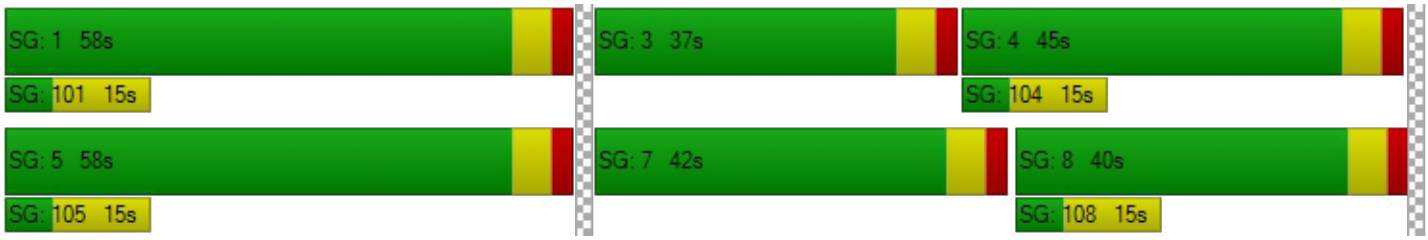
X, volume / capacity	0.75	0.12
d, Delay for Lane Group [s/veh]	42.71	29.14
Lane Group LOS	D	C
Critical Lane Group	Yes	No
50th-Percentile Queue Length [veh/ln]	13.54	1.57
50th-Percentile Queue Length [ft/ln]	338.47	39.17
95th-Percentile Queue Length [veh/ln]	19.57	2.82
95th-Percentile Queue Length [ft/ln]	489.33	70.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.71	0.00	0.00	0.00	0.00	29.14	0.00	0.00	0.00	0.00
Movement LOS	D					C				
d_A, Approach Delay [s/veh]	42.71					29.14				
Approach LOS	D					C				
d_I, Intersection Delay [s/veh]	41.17									
Intersection LOS	D									
Intersection V/C	0.410									

Sequence

Ring 1	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Fort Apache Road and Sky Pointe Drive/Horse Drive

Control Type:	Signalized	Delay (sec / veh):	22.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.184

Intersection Setup

Name	Fort Apache Road			Horse Drive			Sky Pointe Drive			Fort Apache Road		
Approach	Northbound			Westbound			Northeastbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	350.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fort Apache Road			Horse Drive			Sky Pointe Drive			Fort Apache Road		
Base Volume Input [veh/h]	3	84	5	3	1	38	60	2	3	102	179	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	84	5	3	1	38	60	2	3	102	179	100
Peak Hour Factor	0.3750	0.8080	0.4170	0.7500	0.2500	0.6790	0.7140	0.5000	0.7500	0.8500	0.9320	0.7350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	26	3	1	1	14	21	1	1	30	48	34
Total Analysis Volume [veh/h]	8	104	12	4	4	56	84	4	4	120	192	136
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			2		
Bicycle Volume [bicycles/h]	1			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	4	0	0	8	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	72	0	0	68	0	0	68	0	0	72	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	68	68	64	64	64	64	68	68	68
g / C, Green / Cycle	0.49	0.49	0.46	0.46	0.46	0.46	0.49	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.01	0.07	0.00	0.04	0.07	0.01	0.10	0.11	0.10
s, saturation flow rate [veh/h]	1068	1642	1261	1436	1201	1541	1144	1676	1425
c, Capacity [veh/h]	484	798	606	657	555	704	546	814	692
d1, Uniform Delay [s]	24.98	19.92	22.02	21.53	25.39	20.74	25.20	20.91	20.47
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.38	0.02	0.28	0.58	0.03	0.93	0.68	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

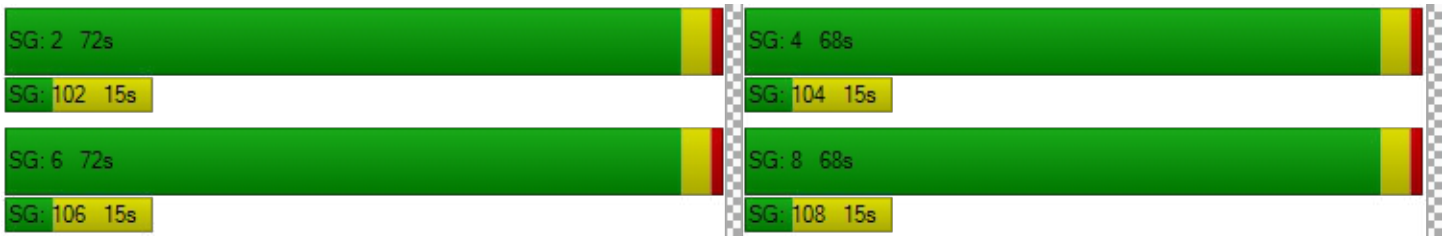
X, volume / capacity	0.02	0.15	0.01	0.09	0.15	0.01	0.22	0.24	0.20
d, Delay for Lane Group [s/veh]	25.04	20.31	22.04	21.80	25.97	20.77	26.13	21.59	21.10
Lane Group LOS	C	C	C	C	C	C	C	C	C
Critical Lane Group	No	No	No	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.17	2.22	0.08	1.19	1.87	0.15	2.71	3.87	2.70
50th-Percentile Queue Length [ft/ln]	4.29	55.53	1.98	29.79	46.71	3.81	67.83	96.63	67.39
95th-Percentile Queue Length [veh/ln]	0.31	4.00	0.14	2.14	3.36	0.27	4.88	6.96	4.85
95th-Percentile Queue Length [ft/ln]	7.73	99.96	3.56	53.62	84.08	6.85	122.10	173.94	121.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.04	20.31	20.31	22.04	21.80	21.80	25.97	20.77	20.77	26.13	21.59	21.10
Movement LOS	C	C	C	C	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	20.61			21.82			25.51			22.66		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	22.60											
Intersection LOS	C											
Intersection V/C	0.184											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Horse Drive and El Capitan Way

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Base Volume Input [veh/h]	47	154	3	1	152	7	8	3	56	2	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	154	3	1	152	7	8	3	56	2	2	1
Peak Hour Factor	0.6910	0.7130	0.3750	0.2500	0.7600	0.4380	1.0000	0.3750	0.9330	0.5000	0.5000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	54	2	1	50	4	2	2	15	1	1	1
Total Analysis Volume [veh/h]	68	216	8	4	200	16	8	8	60	4	4	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.06	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	7.81	0.00	0.00	7.69	0.00	0.00	13.03	14.37	9.31	13.72	14.17	9.09
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.16	0.08	0.00	0.01	0.00	0.00	0.05	0.28	0.28	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	3.97	1.99	0.00	0.22	0.11	0.00	1.34	6.92	6.92	1.83	1.83	1.83
d_A, Approach Delay [s/veh]	1.82			0.14			10.23			12.33		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.48											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 12: El Capitan Way and Grand Teton Drive

Control Type:	All-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.721

Intersection Setup

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	0.00	100.00	0.00	0.00	100.00	225.00	0.00	100.00	175.00	225.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Base Volume Input [veh/h]	21	404	60	61	306	6	2	63	69	34	56	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	404	60	61	306	6	2	63	69	34	56	76
Peak Hour Factor	0.8750	0.9530	0.7890	0.6100	0.8230	0.3000	0.5000	0.9260	0.9080	0.7730	0.7000	0.8640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	106	19	25	93	5	1	17	19	11	20	22
Total Analysis Volume [veh/h]	24	424	76	100	372	20	4	68	76	44	80	88
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	547	588	657	513	549	549	613	474	505	505	556	463	493	493	544
Degree of Utilization, x	0.04	0.72	0.12	0.20	0.34	0.34	0.03	0.01	0.07	0.07	0.14	0.10	0.08	0.08	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.14	6.00	0.39	0.72	1.48	1.48	0.10	0.03	0.22	0.22	0.47	0.31	0.26	0.26	0.57
95th-Percentile Queue Length [ft]	3.44	150.11	9.76	17.94	37.12	37.12	2.53	0.64	5.40	5.40	11.79	7.84	6.59	6.59	14.34
Approach Delay [s/veh]	20.39			12.17				10.27				10.76			
Approach LOS	C			B				B				B			
Intersection Delay [s/veh]	14.88														
Intersection LOS	B														

Intersection Level Of Service Report
Intersection 13: Durango Drive and El Capitan Way/Farm Road

Control Type:	Signalized	Delay (sec / veh):	56.3
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	425.00	100.00	225.00	200.00	100.00	200.00	425.00	100.00	150.00	200.00	100.00	225.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Base Volume Input [veh/h]	412	907	285	91	533	35	488	239	66	84	204	240
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	412	907	285	91	533	35	488	239	66	84	204	240
Peak Hour Factor	0.9200	0.8960	0.8480	0.6890	0.9520	0.8750	0.8410	0.8790	0.9170	0.8750	0.8500	0.9090
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	112	253	84	33	140	10	145	68	18	24	60	66
Total Analysis Volume [veh/h]	448	1012	336	132	560	40	580	272	72	96	240	264
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	3			8			1			7		
Bicycle Volume [bicycles/h]	3			0			1			1		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	33	46	0	18	31	0	36	59	0	17	40	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	27	40	40	12	25	25	30	53	53	11	34	34
g / C, Green / Cycle	0.19	0.29	0.29	0.09	0.18	0.18	0.21	0.38	0.38	0.08	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.14	0.22	0.24	0.04	0.12	0.03	0.19	0.09	0.05	0.03	0.08	0.19
s, saturation flow rate [veh/h]	3101	4567	1403	3101	4567	1408	3101	3192	1398	3101	3192	1401
c, Capacity [veh/h]	598	1305	401	266	815	251	664	1208	529	244	775	340
d1, Uniform Delay [s]	53.31	45.88	46.96	61.12	53.83	48.61	53.16	29.55	28.50	61.33	43.39	49.44
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.37	4.56	18.53	6.50	4.68	1.35	14.79	0.43	0.53	4.72	1.04	15.81
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

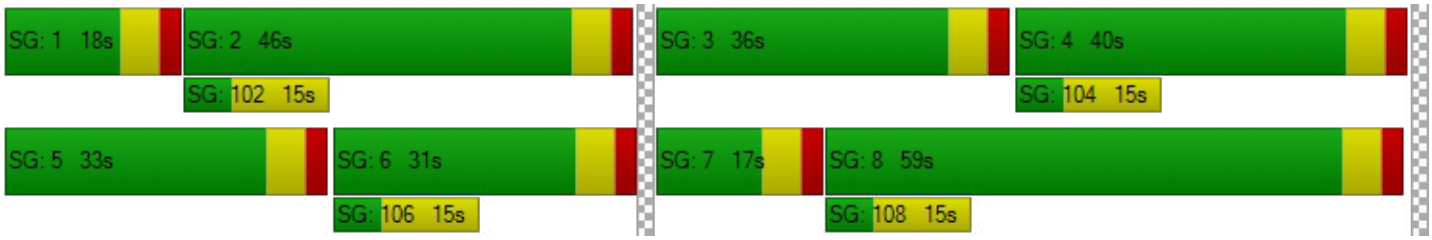
X, volume / capacity	0.75	0.78	0.84	0.50	0.69	0.16	0.87	0.23	0.14	0.39	0.31	0.78
d, Delay for Lane Group [s/veh]	61.68	50.44	65.49	67.61	58.52	49.96	67.94	29.98	29.03	66.05	44.43	65.25
Lane Group LOS	E	D	E	E	E	D	E	C	C	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.16	11.34	13.06	2.49	6.54	1.29	11.24	3.24	1.69	1.79	3.56	10.13
50th-Percentile Queue Length [ft/ln]	203.96	283.48	326.54	62.30	163.41	32.27	280.89	80.91	42.35	44.80	88.95	253.35
95th-Percentile Queue Length [veh/ln]	12.84	16.86	18.99	4.49	10.73	2.32	16.73	5.83	3.05	3.23	6.40	15.36
95th-Percentile Queue Length [ft/ln]	321.07	421.55	474.72	112.14	268.23	58.08	418.32	145.65	76.24	80.64	160.11	383.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.68	50.44	65.49	67.61	58.52	49.96	67.94	29.98	29.03	66.05	44.43	65.25
Movement LOS	E	D	E	E	E	D	E	C	C	E	D	E
d_A, Approach Delay [s/veh]	56.06			59.69			53.74			57.05		
Approach LOS	E			E			D			E		
d_I, Intersection Delay [s/veh]	56.33											
Intersection LOS	E											
Intersection V/C	0.657											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Durango Drive and US 95 Northbound

Control Type:	Signalized	Delay (sec / veh):	39.1
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Durango Drive			Durango Drive			US 95 NB					
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	1	2	0	2	0	0	0
Pocket Length [ft]	400.00	100.00	100.00	100.00	100.00	225.00	0.00	100.00	0.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			US 95 NB					
Base Volume Input [veh/h]	117	1006	0	0	1263	10	688	0	586	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	117	1006	0	0	1263	10	688	0	586	0	0	0
Peak Hour Factor	0.7700	0.8060	1.0000	1.0000	0.9400	0.5000	0.8690	1.0000	0.7590	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	312	0	0	336	5	198	0	193	0	0	0
Total Analysis Volume [veh/h]	152	1248	0	0	1344	20	792	0	772	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	0	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	30	83	0	0	53	0	0	57	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No			No			No				
Maximum Recall	No	No			No			No				
Pedestrian Recall	No	No			No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R	
C, Cycle Length [s]	140	140	140	140	140	140	140	
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
g_i, Effective Green Time [s]	24	77	47	47	51	51	51	
g / C, Green / Cycle	0.17	0.55	0.34	0.34	0.36	0.36	0.36	
(v / s)_i Volume / Saturation Flow Rate	0.05	0.27	0.29	0.01	0.17	0.17	0.31	
s, saturation flow rate [veh/h]	3101	4567	4567	1425	3101	1597	2522	
c, Capacity [veh/h]	532	2512	1533	478	1130	582	919	
d1, Uniform Delay [s]	50.53	19.51	43.77	31.33	34.03	34.03	40.77	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.35	0.71	7.37	0.16	1.37	2.64	9.14	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

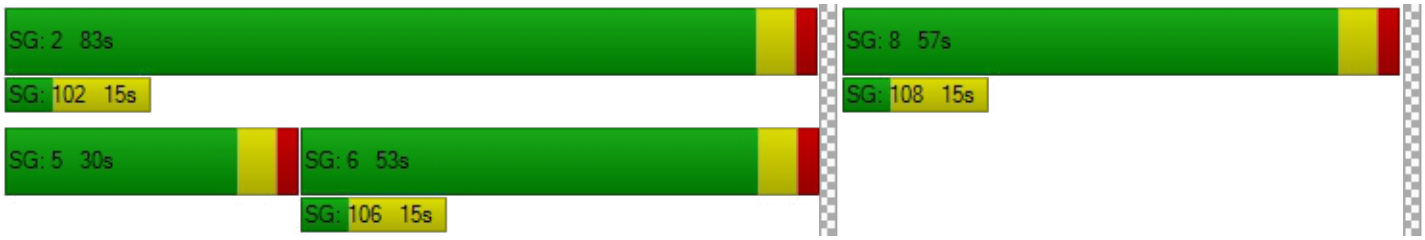
X, volume / capacity	0.29	0.50	0.88	0.04	0.46	0.46	0.84	
d, Delay for Lane Group [s/veh]	51.88	20.21	51.14	31.49	35.39	36.66	49.91	
Lane Group LOS	D	C	D	C	D	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	2.44	8.53	15.61	0.49	7.08	7.50	13.31	
50th-Percentile Queue Length [ft/ln]	61.11	213.27	390.37	12.18	177.01	187.43	332.85	
95th-Percentile Queue Length [veh/ln]	4.40	13.32	22.10	0.88	11.44	11.99	19.30	
95th-Percentile Queue Length [ft/ln]	109.99	333.02	552.38	21.93	286.10	299.70	482.45	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.88	20.21	0.00	0.00	51.14	31.49	35.82	36.66	49.91	0.00	0.00	0.00
Movement LOS	D	C			D	C	D	D	D			
d_A, Approach Delay [s/veh]	23.65			50.85			42.78			0.00		
Approach LOS	C			D			D			A		
d_I, Intersection Delay [s/veh]	39.13											
Intersection LOS	D											
Intersection V/C	0.649											

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Durango Drive and US 95 Southbound

Control Type:	Signalized	Delay (sec / veh):	31.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name	Durango Drive			Durango Drive						US 95 SB		
Approach	Northbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive						US 95 SB		
Base Volume Input [veh/h]	0	1142	474	0	1503	0	0	0	0	95	3	404
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1142	474	0	1503	0	0	0	0	95	3	404
Peak Hour Factor	1.0000	0.8330	0.8340	1.0000	0.8970	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	343	142	0	419	0	0	0	0	24	1	101
Total Analysis Volume [veh/h]	0	1371	568	0	1676	0	0	0	0	95	3	404
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	1	0	0	2	0	0	0	0	0	3	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Split [s]	0	75	0	0	75	0	0	0	0	0	65	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C		L	C	R
C, Cycle Length [s]	140	140	140		140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00		6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00		4.00	4.00	4.00
g_i, Effective Green Time [s]	69	69	69		59	59	59
g / C, Green / Cycle	0.49	0.49	0.49		0.42	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.30	0.40	0.37		0.03	0.03	0.28
s, saturation flow rate [veh/h]	4567	1425	4567		1597	1601	1425
c, Capacity [veh/h]	2251	702	2251		673	675	601
d1, Uniform Delay [s]	25.73	29.94	28.44		24.17	24.17	32.70
k, delay calibration	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	1.24	9.74	2.29		0.21	0.21	5.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

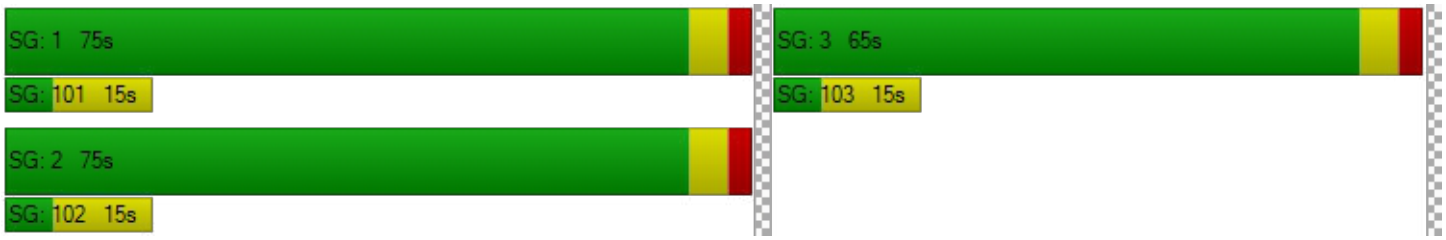
X, volume / capacity	0.61	0.81	0.74		0.07	0.07	0.67
d, Delay for Lane Group [s/veh]	26.96	39.67	30.73		24.38	24.38	38.63
Lane Group LOS	C	D	C		C	C	D
Critical Lane Group	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	11.25	17.80	15.34		1.03	1.03	12.05
50th-Percentile Queue Length [ft/ln]	281.35	445.06	383.43		25.73	25.80	301.22
95th-Percentile Queue Length [veh/ln]	16.76	24.72	21.76		1.85	1.86	17.74
95th-Percentile Queue Length [ft/ln]	418.90	618.05	544.00		46.32	46.45	443.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	26.96	39.67	0.00	30.73	0.00	0.00	0.00	0.00	24.38	24.38	38.63
Movement LOS		C	D		C					C	C	D
d_A, Approach Delay [s/veh]	30.69			30.73			0.00			35.85		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	31.33											
Intersection LOS	C											
Intersection V/C	0.682											

Sequence

Ring 1	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 203: El Capitan Way and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Base Volume Input [veh/h]	9	2	10	0	2	2	6	27	16	12	15	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	2	10	0	2	2	6	27	16	12	15	0
Peak Hour Factor	0.5630	0.2500	0.8330	1.0000	0.2500	0.5000	0.5000	0.6140	0.5710	0.7500	0.7500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	3	0	2	1	3	11	7	4	5	0
Total Analysis Volume [veh/h]	16	8	12	0	8	4	12	44	28	16	20	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.05	0.03	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	7.26	0.00	0.00	7.26	0.00	0.00	9.39	9.80	8.77	9.55	9.56	8.58
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.00	0.00	0.00	0.31	0.31	0.31	0.14	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.75	0.75	0.75	0.00	0.00	0.00	7.67	7.67	7.67	3.41	3.41	3.41
d_A, Approach Delay [s/veh]	3.23			0.00			9.40			9.56		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	7.44											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 204: Durango Drive and Log Cabin Way

Control Type:	All-way stop	Delay (sec / veh):	8.3
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.187

Intersection Setup

Name	Durango Drive		Durango Drive		Log Cabin Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Durango Drive		Durango Drive		Log Cabin Way	
Base Volume Input [veh/h]	11	166	117	17	26	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	166	117	17	26	5
Peak Hour Factor	0.4580	0.8830	0.8360	0.7080	0.8130	0.6250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	47	35	6	8	2
Total Analysis Volume [veh/h]	24	188	140	24	32	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	739	756	749	877	750
Degree of Utilization, x	0.14	0.14	0.19	0.03	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.50	0.49	0.68	0.08	0.17
95th-Percentile Queue Length [ft]	12.48	12.15	17.08	2.11	4.22
Approach Delay [s/veh]	8.31		8.36		8.07
Approach LOS	A		A		A
Intersection Delay [s/veh]	8.31				
Intersection LOS	A				

Vistro File: J:\...\181210_Sunstone_working_3400 Units.vistro
Report File: J:\...\2_181213_PM Existing_Final.pdf

Scenario 5 PM Existing
12/14/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Kyle Canyon Road / Oso Blanca Road	Final Base	30	8	0	1	96	66	91	0	64	0	0	0	356
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**30**	**8**	**0**	**1**	**96**	**66**	**91**	**0**	**64**	**0**	**0**	**0**	**356**

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
5	Skye Canyon Park Drive and O'Hare Road	Final Base	55	81	0	23	48	0	207
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**55**	**81**	**0**	**23**	**48**	**0**	**207**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Skye Canyon Park Drive and Iron Mountain Road	Final Base	15	133	120	3	65	0	1	8	18	71	2	0	436
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**15**	**133**	**120**	**3**	**65**	**0**	**1**	**8**	**18**	**71**	**2**	**0**	**436**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Skye Canyon Park Drive and Brent Lane	Final Base	16	243	114	7	146	2	4	21	35	73	10	4	675
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**16**	**243**	**114**	**7**	**146**	**2**	**4**	**21**	**35**	**73**	**10**	**4**	**675**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	Skye Canyon Park Drive and Sky Pointe/Fort Apache Road	Final Base	1	382	364	8	203	0	181	0	7	0	0	3	1149
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**1**	**382**	**364**	**8**	**203**	**0**	**181**	**0**	**7**	**0**	**0**	**3**	**1149**

ID	Intersection Name	Volume Type	Eastbound		Westbound		Northwestbound	Southeastbound	Total Volume
			Left	Thru	Left	Thru	Left	Left	
9	Skye Canyon Park Drive and US 95 SPUI	Final Base	17	233	173	208	721	113	1465
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**17**	**233**	**173**	**208**	**721**	**113**	**1465**

ID	Intersection Name	Volume Type	Northbound			Westbound			Northeastbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	Fort Apache Road and Sky Pointe Drive/Horse Drive	Final Base	3	84	5	3	1	38	60	2	3	102	179	100	580
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**3**	**84**	**5**	**3**	**1**	**38**	**60**	**2**	**3**	**102**	**179**	**100**	**580**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Horse Drive and El Capitan Way	Final Base	47	154	3	1	152	7	8	3	56	2	2	1	436
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**47**	**154**	**3**	**1**	**152**	**7**	**8**	**3**	**56**	**2**	**2**	**1**	**436**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	El Capitan Way and Grand Teton Drive	Final Base	21	404	60	61	306	6	2	63	69	34	56	76	1158
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**21**	**404**	**60**	**61**	**306**	**6**	**2**	**63**	**69**	**34**	**56**	**76**	**1158**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Durango Drive and El Capitan Way/Farm Road	Final Base	412	907	285	91	533	35	488	239	66	84	204	240	3584
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**412**	**907**	**285**	**91**	**533**	**35**	**488**	**239**	**66**	**84**	**204**	**240**	**3584**

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Northwestbound			Total Volume
			Left	Thru	Thru	Right	Left	Thru	Right	
14	Durango Drive and US 95 Northbound	Final Base	117	1006	1263	10	688	0	586	3670
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0
		Future Total	**117**	**1006**	**1263**	**10**	**688**	**0**	**586**	**3670**

ID	Intersection Name	Volume Type	Northbound		Southwestbound	Southeastbound			Total Volume
			Thru	Right	Thru	Left	Thru	Right	
15	Durango Drive and US 95 Southbound	Final Base	1142	474	1503	95	3	404	3621
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**1142**	**474**	**1503**	**95**	**3**	**404**	**3621**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
203	El Capitan Way and Log Cabin Way	Final Base	9	2	10	0	2	2	6	27	16	12	15	0	101
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**9**	**2**	**10**	**0**	**2**	**2**	**6**	**27**	**16**	**12**	**15**	**0**	**101**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
204	Durango Drive and Log Cabin Way	Final Base	11	166	117	17	26	5	342
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**11**	**166**	**117**	**17**	**26**	**5**	**342**

Intersection Level Of Service Report
Intersection 1: Kyle Canyon Road / Oso Blanca Road

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.231

Intersection Setup

Name	Oso Blanca Road			Oso Blanca Road			Kyle Canyon Road			Kyle Canyon Road			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			No			

Volumes

Name	Oso Blanca Road			Oso Blanca Road			Kyle Canyon Road			Kyle Canyon Road			
Base Volume Input [veh/h]	28	12	4	5	31	92	35	0	28	0	0	1	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	105	1	54	0	2	0	0	1	58	0	27	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	13	58	5	33	92	35	1	86	0	27	1	1
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.920	0.920	0.920	0.920
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	36	4	16	1	9	25	10	0	23	0	7	0	0
Total Analysis Volume [veh/h]	145	14	63	5	36	100	38	1	93	0	29	1	1
Pedestrian Volume [ped/h]	3			2			2			0			

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.02	0.06	0.01	0.06	0.09	0.02	0.00	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	12.64	12.25	8.76	11.00	11.42	9.10	7.28	0.00	0.00	8.87	7.46	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.99	0.99	0.20	0.56	0.56	0.56	0.07	0.00	0.00	0.06	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	24.80	24.80	4.92	13.90	13.90	13.90	1.81	0.00	0.00	1.49	1.49	0.00	0.00
d_A, Approach Delay [s/veh]	11.51			9.76			2.10			6.98			
Approach LOS	B			A			A			A			
d_I, Intersection Delay [s/veh]	8.41												
Intersection LOS	B												

Intersection Level Of Service Report
Intersection 2: Kyle Canyon Road / US 95 SB DDI

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name				Kyle Canyon Road			Kyle Canyon Road					
Approach	Eastbound			Westbound			Northeastbound			Southwestbound		
Lane Configuration												
Turning Movement	Thru	Thru	Right	Thru	Thru	Right	Left	Thru	Thru	Left	Thru	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name				Kyle Canyon Road			Kyle Canyon Road					
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	23	0	0	0	0	27	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	23	0	0	0	0	27	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	6	0	0	0	0	7	0	0	0
Total Analysis Volume [veh/h]	0	0	0	25	0	0	0	0	29	0	0	0
Presence of On-Street Parking				No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	0	1	0	0	0	0	2	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	5	0	0	0	0	5	0	0	0
Maximum Green [s]	0	0	0	30	0	0	0	0	30	0	0	0
Amber [s]	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
All red [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
Split [s]	0	0	0	70	0	0	0	0	70	0	0	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0
Walk [s]	0	0	0	5	0	0	0	0	5	0	0	0
Pedestrian Clearance [s]	0	0	0	10	0	0	0	0	10	0	0	0
Rest In Walk				No					No			
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
Minimum Recall				No					No			
Maximum Recall				No					No			
Pedestrian Recall				No					No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		C	C	
C, Cycle Length [s]		140	140	
L, Total Lost Time per Cycle [s]		6.00	6.00	
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	
l2, Clearance Lost Time [s]		4.00	4.00	
g_i, Effective Green Time [s]		64	64	
g / C, Green / Cycle		0.46	0.46	
(v / s)_i Volume / Saturation Flow Rate		0.01	0.01	
s, saturation flow rate [veh/h]		3192	3192	
c, Capacity [veh/h]		1459	1459	
d1, Uniform Delay [s]		20.79	20.82	
k, delay calibration		0.50	0.50	
I, Upstream Filtering Factor		1.00	1.00	
d2, Incremental Delay [s]		0.02	0.03	
d3, Initial Queue Delay [s]		0.00	0.00	
Rp, platoon ratio		1.00	1.00	
PF, progression factor		1.00	1.00	

Lane Group Results

X, volume / capacity		0.02	0.02	
d, Delay for Lane Group [s/veh]		20.81	20.84	
Lane Group LOS		C	C	
Critical Lane Group		Yes	Yes	
50th-Percentile Queue Length [veh/ln]		0.23	0.27	
50th-Percentile Queue Length [ft/ln]		5.85	6.79	
95th-Percentile Queue Length [veh/ln]		0.42	0.49	
95th-Percentile Queue Length [ft/ln]		10.53	12.23	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	20.81	0.00	0.00	0.00	0.00	20.84	0.00	0.00	0.00
Movement LOS				C					C			
d_A, Approach Delay [s/veh]	0.00			20.81			20.84			0.00		
Approach LOS	A			C			C			A		
d_I, Intersection Delay [s/veh]	20.83											
Intersection LOS	C											
Intersection V/C	0.017											

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Kyle Canyon Road and US 95 NB DDI

Control Type:	Signalized	Delay (sec / veh):	21.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Kyle Canyon Road									Kyle Canyon Road		
Approach	Eastbound			Westbound			Northeastbound			Southwestbound		
Lane Configuration												
Turning Movement	Thru	Thru	Right	Thru	Thru	Right	Left	Thru	Thru	Left	Thru	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Kyle Canyon Road									Kyle Canyon Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	14	0	0	0	0	0	0	0	0	0	18	0
Site-Generated Trips [veh/h]	1	0	0	0	0	0	0	0	0	0	44	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	0	0	0	0	0	0	0	0	0	62	0
Peak Hour Factor	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	0	0	0	0	0	0	0	0	17	0
Total Analysis Volume [veh/h]	16	0	0	0	0	0	0	0	0	0	67	0
Presence of On-Street Parking	No		No							No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	8	0	0	0	0	0	0	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0	0	0	5	0
Maximum Green [s]	30	0	0	0	0	0	0	0	0	0	30	0
Amber [s]	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
All red [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Split [s]	70	0	0	0	0	0	0	0	0	0	70	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	5	0	0	0	0	0	0	0	0	0	5	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0	0	0	10	0
Rest In Walk	No										No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
Minimum Recall	No										No	
Maximum Recall	No										No	
Pedestrian Recall	No										No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C			C
C, Cycle Length [s]	140			140
L, Total Lost Time per Cycle [s]	6.00			6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00			0.00
l2, Clearance Lost Time [s]	4.00			4.00
g_i, Effective Green Time [s]	64			64
g / C, Green / Cycle	0.46			0.46
(v / s)_i Volume / Saturation Flow Rate	0.01			0.02
s, saturation flow rate [veh/h]	3192			3192
c, Capacity [veh/h]	1459			1459
d1, Uniform Delay [s]	20.73			21.07
k, delay calibration	0.50			0.50
I, Upstream Filtering Factor	1.00			1.00
d2, Incremental Delay [s]	0.01			0.06
d3, Initial Queue Delay [s]	0.00			0.00
Rp, platoon ratio	1.00			1.00
PF, progression factor	1.00			1.00

Lane Group Results

X, volume / capacity	0.01			0.05
d, Delay for Lane Group [s/veh]	20.75			21.13
Lane Group LOS	C			C
Critical Lane Group	Yes			Yes
50th-Percentile Queue Length [veh/ln]	0.15			0.64
50th-Percentile Queue Length [ft/ln]	3.73			15.89
95th-Percentile Queue Length [veh/ln]	0.27			1.14
95th-Percentile Queue Length [ft/ln]	6.72			28.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.13	0.00
Movement LOS	C										C	
d_A, Approach Delay [s/veh]	20.75			0.00			0.00			21.13		
Approach LOS	C			A			A			C		
d_I, Intersection Delay [s/veh]	21.06											
Intersection LOS	C											
Intersection V/C	0.026											

Sequence

Ring 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Skye Canyon Park Drive and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	25.1
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Log Cabin Way			Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	100.00	300.00	100.00	100.00	300.00	100.00	150.00	300.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Log Cabin Way			Log Cabin Way		
Base Volume Input [veh/h]	0	0	4	0	0	0	0	8	0	17	35	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	12	0	12	0	0	0	0	14	0	4	6	0
Site-Generated Trips [veh/h]	18	0	207	0	0	0	0	261	20	127	169	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	0	223	0	0	0	0	283	20	148	210	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	61	0	0	0	0	77	5	40	57	0
Total Analysis Volume [veh/h]	33	0	242	0	0	0	0	308	22	161	228	0
Pedestrian Volume [ped/h]	5			4			3			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.02	0.48	0.33	0.00
d_M, Delay for Movement [s/veh]	8.23	0.00	0.00	9.03	0.00	0.00	11.72	12.48	9.10	25.12	12.91	12.35
Movement LOS	A	A	A	A	A	A	B	B	A	D	B	B
95th-Percentile Queue Length [veh/ln]	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.08	2.47	1.47	1.47
95th-Percentile Queue Length [ft/ln]	2.22	0.00	0.00	0.00	0.00	0.00	0.00	15.85	1.88	61.80	36.75	36.75
d_A, Approach Delay [s/veh]	0.99			3.01			12.26			17.97		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	11.37											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 5: Skye Canyon Park Drive and O'Hare Road

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.340

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			O'Hare Road			O'Hare Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	300.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			O'Hare Road			O'Hare Road		
Base Volume Input [veh/h]	0	17	39	0	37	0	0	0	0	69	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	24	0	0	4	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	40	28	0	0	51	96	196	0	46	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	69	39	0	92	96	196	0	46	69	0	1
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	19	11	0	25	26	53	0	13	19	0	0
Total Analysis Volume [veh/h]	43	75	42	0	100	104	213	0	50	75	0	1
Pedestrian Volume [ped/h]	7			14			0			8		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.06	0.12	0.00	0.00
d_M, Delay for Movement [s/veh]	9.06	0.00	0.00	8.59	0.00	0.00	13.69	12.07	9.94	11.59	12.03	9.50
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.15	0.00	0.00	0.00	0.00	0.00	1.50	0.21	0.21	0.41	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.63	0.00	0.00	0.00	0.00	0.00	37.59	5.13	5.13	10.25	0.09	0.09
d_A, Approach Delay [s/veh]	2.43			0.00			12.98			11.57		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	6.66											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: Skye Canyon Park Drive and Iron Mountain Road

Control Type:	Signalized	Delay (sec / veh):	24.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.214

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Iron Mountain Road			Iron Mountain Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	200.00	125.00	100.00	150.00	125.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Iron Mountain Road			Iron Mountain Road		
Base Volume Input [veh/h]	165	44	39	0	88	17	7	37	105	83	68	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	18	15	0	4	0	0	0	0	10	0	6
Site-Generated Trips [veh/h]	0	40	5	0	64	33	28	0	0	15	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	102	59	0	156	50	35	37	105	108	68	12
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	28	16	0	42	14	10	10	29	29	18	3
Total Analysis Volume [veh/h]	179	111	64	0	170	54	38	40	114	117	74	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			6			2			31		
Bicycle Volume [bicycles/h]	0			10			0			7		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	11	72	0	0	61	0	0	68	0	0	68	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	66	66	66	55	55	55	62	62	62	62	62
g / C, Green / Cycle	0.47	0.47	0.47	0.39	0.39	0.39	0.44	0.44	0.44	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.16	0.03	0.05	0.00	0.05	0.05	0.03	0.02	0.08	0.10	0.05
s, saturation flow rate [veh/h]	1113	3192	1378	1084	3192	1452	1170	1676	1425	1225	1628
c, Capacity [veh/h]	565	1505	650	434	1254	571	516	742	631	560	721
d1, Uniform Delay [s]	22.23	20.26	20.51	0.00	27.06	27.22	26.30	22.26	23.62	26.49	22.96
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.47	0.10	0.30	0.00	0.19	0.48	0.28	0.14	0.63	0.85	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

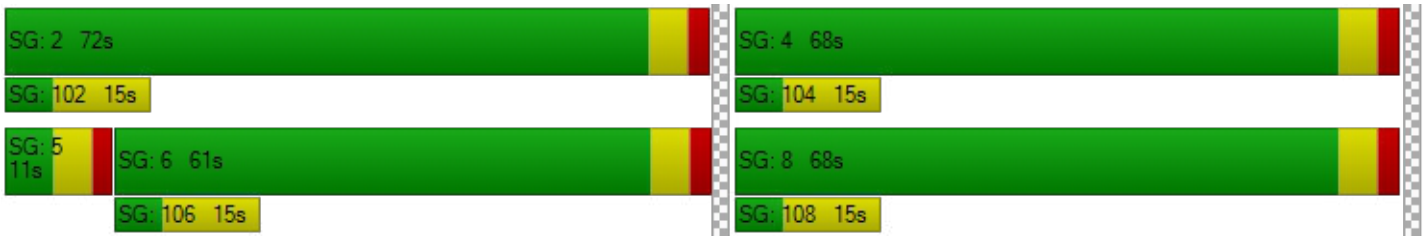
X, volume / capacity	0.32	0.07	0.10	0.00	0.12	0.13	0.07	0.05	0.18	0.21	0.12
d, Delay for Lane Group [s/veh]	23.70	20.36	20.81	0.00	27.26	27.70	26.57	22.40	24.25	27.34	23.30
Lane Group LOS	C	C	C	A	C	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.79	1.04	1.24	0.00	1.65	1.72	0.85	0.80	2.44	2.70	1.79
50th-Percentile Queue Length [ft/ln]	94.84	25.90	31.02	0.00	41.23	43.09	21.18	19.95	60.94	67.54	44.87
95th-Percentile Queue Length [veh/ln]	6.83	1.86	2.23	0.00	2.97	3.10	1.53	1.44	4.39	4.86	3.23
95th-Percentile Queue Length [ft/ln]	170.71	46.62	55.83	0.00	74.21	77.56	38.13	35.92	109.68	121.57	80.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.70	20.36	20.81	0.00	27.31	27.70	26.57	22.40	24.25	27.34	23.30	23.30
Movement LOS	C	C	C	A	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	22.13			27.40			24.32			25.61		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	24.51											
Intersection LOS	C											
Intersection V/C	0.214											

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Skye Canyon Park Drive and Brent Lane

Control Type:	Signalized	Delay (sec / veh):	27.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.231

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Brent Lane			Brent Lane		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	200.00	150.00	100.00	150.00	100.00	100.00	100.00	0.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Brent Lane			Brent Lane		
Base Volume Input [veh/h]	180	234	39	2	244	30	4	42	56	71	111	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	27	17	0	14	0	0	0	0	14	0	6
Site-Generated Trips [veh/h]	0	17	0	0	46	33	28	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	278	56	2	304	63	32	42	56	85	111	17
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	76	15	1	83	17	9	11	15	23	30	5
Total Analysis Volume [veh/h]	196	302	61	2	330	68	35	46	61	92	121	18
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	7			0			2			27		
Bicycle Volume [bicycles/h]	2			2			1			1		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	11	60	0	11	60	0	0	69	0	0	69	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	0.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	65	54	54	65	54	54	63	63	63	63
g / C, Green / Cycle	0.46	0.39	0.39	0.46	0.39	0.39	0.45	0.45	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.19	0.07	0.05	0.00	0.07	0.05	0.03	0.07	0.08	0.08
s, saturation flow rate [veh/h]	1032	4567	1345	1053	4567	1390	1120	1507	1149	1636
c, Capacity [veh/h]	508	1761	519	521	1761	536	482	678	504	736
d1, Uniform Delay [s]	23.80	28.28	27.67	20.25	28.47	27.77	27.36	22.79	27.97	23.14
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.20	0.21	0.46	0.01	0.24	0.49	0.29	0.50	0.80	0.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.17	0.12	0.00	0.19	0.13	0.07	0.16	0.18	0.19
d, Delay for Lane Group [s/veh]	26.00	28.50	28.13	20.26	28.71	28.26	27.65	23.29	28.77	23.71
Lane Group LOS	C	C	C	C	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.32	2.30	1.41	0.04	2.53	1.57	0.80	2.22	2.18	2.93
50th-Percentile Queue Length [ft/ln]	108.04	57.47	35.22	0.95	63.22	39.36	19.99	55.62	54.53	73.18
95th-Percentile Queue Length [veh/ln]	7.73	4.14	2.54	0.07	4.55	2.83	1.44	4.00	3.93	5.27
95th-Percentile Queue Length [ft/ln]	193.27	103.44	63.39	1.70	113.80	70.84	35.98	100.12	98.15	131.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.00	28.50	28.13	20.26	28.71	28.26	27.65	23.29	23.29	28.77	23.71	23.71
Movement LOS	C	C	C	C	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	27.58			28.59			24.36			25.72		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	27.22											
Intersection LOS	C											
Intersection V/C	0.231											

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Skye Canyon Park Drive and Sky Pointe/Fort Apache Road

Control Type:	Signalized	Delay (sec / veh):	44.2
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.298

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Fort Apache Road			Sky Pointe Drive		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	500.00	100.00	200.00	550.00	100.00	350.00	375.00	100.00	350.00	325.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Fort Apache Road			Sky Pointe Drive		
Base Volume Input [veh/h]	6	144	172	8	399	0	324	0	21	0	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	44	33	0	28	0	29	0	0	0	0	0
Site-Generated Trips [veh/h]	0	17	4	0	46	0	12	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	205	209	8	473	0	365	0	21	0	0	7
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	1.0000	0.9200	1.0000	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	56	57	2	129	0	99	0	6	0	0	2
Total Analysis Volume [veh/h]	7	223	227	9	514	0	397	0	23	0	0	8
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	1			2			0			0		
Bicycle Volume [bicycles/h]	2			0			1			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	28	45	0	28	45	0	39	56	0	11	28	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	22	39	39	22	39	39	33	50	50	5	22	22
g / C, Green / Cycle	0.16	0.28	0.28	0.16	0.28	0.28	0.24	0.36	0.36	0.04	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.00	0.05	0.16	0.00	0.08	0.00	0.13	0.00	0.02	0.00	0.00	0.01
s, saturation flow rate [veh/h]	3101	4567	1406	3101	6089	1425	3101	1676	1405	3101	3192	1422
c, Capacity [veh/h]	487	1272	392	487	1696	397	731	599	502	111	502	224
d1, Uniform Delay [s]	49.84	38.30	43.45	49.87	39.79	0.00	46.89	0.00	29.41	0.00	0.00	50.01
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.05	0.30	6.14	0.07	0.46	0.00	2.89	0.00	0.17	0.00	0.00	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.18	0.58	0.02	0.30	0.00	0.54	0.00	0.05	0.00	0.00	0.04
d, Delay for Lane Group [s/veh]	49.89	38.60	49.59	49.94	40.25	0.00	49.78	0.00	29.58	0.00	0.00	50.31
Lane Group LOS	D	D	D	D	D	A	D	A	C	A	A	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.11	2.00	7.48	0.14	3.59	0.00	6.40	0.00	0.54	0.00	0.00	0.26
50th-Percentile Queue Length [ft/ln]	2.71	50.06	187.06	3.49	89.68	0.00	160.07	0.00	13.53	0.00	0.00	6.48
95th-Percentile Queue Length [veh/ln]	0.20	3.60	11.97	0.25	6.46	0.00	10.55	0.00	0.97	0.00	0.00	0.47
95th-Percentile Queue Length [ft/ln]	4.88	90.11	299.21	6.28	161.42	0.00	263.81	0.00	24.35	0.00	0.00	11.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.89	38.60	49.59	49.94	40.25	0.00	49.78	0.00	29.58	0.00	0.00	50.31
Movement LOS	D	D	D	D	D	A	D	A	C	A	A	D
d_A, Approach Delay [s/veh]	44.23			40.42			48.68			50.31		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	44.18											
Intersection LOS	D											
Intersection V/C	0.298											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Skye Canyon Park Drive and US 95 SPUI

Control Type:	Signalized	Delay (sec / veh):	43.6
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.493

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Presence of On-Street Parking										
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	0	0	0	0	0	0	0	0	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	0	0	0	0	0	0	0
Maximum Green [s]	0	0	0	0	0	0	0	0	0	0
Amber [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Rest In Walk										
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall										
Maximum Recall										
Pedestrian Recall										
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group Results

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS										
d_A, Approach Delay [s/veh]	0.00					0.00				
Approach LOS	A					A				
d_I, Intersection Delay [s/veh]	43.65									
Intersection LOS	D									
Intersection V/C	0.493									

Intersection Setup

Name	Skye Canyon Park Drive					Skye Canyon Park Drive				
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	2	0	0	0	0
Pocket Length [ft]	550.00	100.00	100.00	100.00	100.00	700.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name	Skye Canyon Park Drive					Skye Canyon Park Drive				
Base Volume Input [veh/h]	122	0	185	0	0	453	0	216	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	8	0	77	0	0	0	0	57	0	0
Site-Generated Trips [veh/h]	5	0	0	0	0	56	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	0	262	0	0	509	0	273	0	0
Peak Hour Factor	0.9200	1.0000	0.9200	1.0000	1.0000	0.9200	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	0	71	0	0	138	0	74	0	0
Total Analysis Volume [veh/h]	147	0	285	0	0	553	0	297	0	0
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	1					1				
Bicycle Volume [bicycles/h]	1					4				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	3	3	8	0	0	7	7	4	0	0
Auxiliary Signal Groups										
Lead / Lag	Lead	-	-	-	-	Lead	-	-	-	-
Minimum Green [s]	5	5	5	0	0	5	5	5	0	0
Maximum Green [s]	30	30	30	0	0	30	30	30	0	0
Amber [s]	4.0	4.0	4.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0
All red [s]	2.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0
Split [s]	38	38	38	0	0	48	48	48	0	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	0.0	3.0	3.0	3.0	0.0	0.0
Walk [s]	0	0	5	0	0	0	0	5	0	0
Pedestrian Clearance [s]	0	0	10	0	0	0	0	10	0	0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	4.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0
Minimum Recall	No		No			No		No		
Maximum Recall	No		No			No		No		
Pedestrian Recall	No		No			No		No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	32	32	42	42
g / C, Green / Cycle	0.23	0.23	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.05	0.06	0.18	0.06
s, saturation flow rate [veh/h]	3101	4658	3101	4658
c, Capacity [veh/h]	709	1065	930	1397
d1, Uniform Delay [s]	43.73	44.37	41.75	36.64
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.66	0.62	2.79	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.27	0.59	0.21
d, Delay for Lane Group [s/veh]	44.39	44.99	44.54	36.98
Lane Group LOS	D	D	D	D
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.16	2.80	8.55	2.62
50th-Percentile Queue Length [ft/ln]	53.94	70.12	213.78	65.46
95th-Percentile Queue Length [veh/ln]	3.88	5.05	13.35	4.71
95th-Percentile Queue Length [ft/ln]	97.09	126.21	333.67	117.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.39	0.00	44.99	0.00	0.00	44.54	0.00	36.98	0.00	0.00
Movement LOS	D		D			D		D		
d_A, Approach Delay [s/veh]	44.79					41.90				
Approach LOS	D					D				
d_I, Intersection Delay [s/veh]	43.65									
Intersection LOS	D									
Intersection V/C	0.493									

Intersection Setup

Name	US 95 NB					US 95 SB				
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name	US 95 NB					US 95 SB				
Base Volume Input [veh/h]	268	0	0	0	0	13	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	438	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	723	0	0	0	0	13	0	0	0	0
Peak Hour Factor	0.9200	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	196	0	0	0	0	4	0	0	0	0
Total Analysis Volume [veh/h]	786	0	0	0	0	14	0	0	0	0
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	5	0	0	0	0	1	0	0	0	0
Auxiliary Signal Groups										
Lead / Lag	Lead	-	-	-	-	Lead	-	-	-	-
Minimum Green [s]	5	0	0	0	0	5	0	0	0	0
Maximum Green [s]	30	0	0	0	0	30	0	0	0	0
Amber [s]	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	54	0	0	0	0	54	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	5	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	10	0	0	0	0
Rest In Walk	No					No				
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No					No				
Maximum Recall	No					No				
Pedestrian Recall	No					No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L
C, Cycle Length [s]	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00
g_i, Effective Green Time [s]	48	48
g / C, Green / Cycle	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.25	0.00
s, saturation flow rate [veh/h]	3098	3098
c, Capacity [veh/h]	1062	1062
d1, Uniform Delay [s]	40.51	30.37
k, delay calibration	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00
d2, Incremental Delay [s]	4.64	0.02
d3, Initial Queue Delay [s]	0.00	0.00
Rp, platoon ratio	1.00	1.00
PF, progression factor	1.00	1.00

Lane Group Results

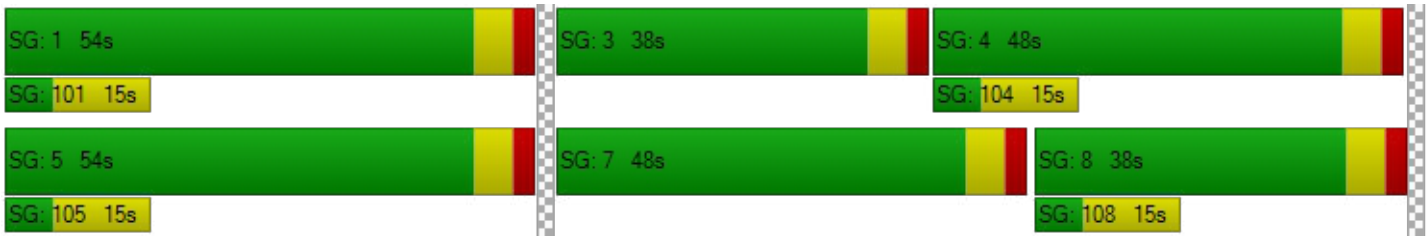
X, volume / capacity	0.74	0.01
d, Delay for Lane Group [s/veh]	45.14	30.39
Lane Group LOS	D	C
Critical Lane Group	Yes	No
50th-Percentile Queue Length [veh/ln]	12.62	0.16
50th-Percentile Queue Length [ft/ln]	315.58	4.07
95th-Percentile Queue Length [veh/ln]	18.45	0.29
95th-Percentile Queue Length [ft/ln]	461.25	7.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.14	0.00	0.00	0.00	0.00	30.39	0.00	0.00	0.00	0.00
Movement LOS	D					C				
d_A, Approach Delay [s/veh]	45.14					30.39				
Approach LOS	D					C				
d_I, Intersection Delay [s/veh]	43.65									
Intersection LOS	D									
Intersection V/C	0.493									

Sequence

Ring 1	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Fort Apache Road and Sky Pointe Drive/Horse Drive

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.223

Intersection Setup

Name	Fort Apache Road			Horse Drive			Sky Pointe Drive			Fort Apache Road		
Approach	Northbound			Westbound			Northeastbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	350.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fort Apache Road			Horse Drive			Sky Pointe Drive			Fort Apache Road		
Base Volume Input [veh/h]	2	156	2	1	1	82	107	0	2	35	63	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	10	19	0	0	15	0	18
Site-Generated Trips [veh/h]	0	2	0	0	0	10	0	0	0	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	158	2	1	1	102	126	0	2	54	63	100
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	43	1	0	0	28	34	0	1	15	17	27
Total Analysis Volume [veh/h]	2	172	2	1	1	111	137	0	2	59	68	109
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	18			0			8			1		
Bicycle Volume [bicycles/h]	5			0			4			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	4	0	0	8	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	69	0	0	71	0	0	71	0	0	69	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	63	63	65	65	65	65	63	63	63
g / C, Green / Cycle	0.45	0.45	0.46	0.46	0.46	0.46	0.45	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.00	0.10	0.00	0.08	0.12	0.00	0.05	0.04	0.08
s, saturation flow rate [veh/h]	1186	1673	1244	1425	1147	1365	1085	1676	1412
c, Capacity [veh/h]	540	753	610	662	515	634	455	754	636
d1, Uniform Delay [s]	24.20	23.63	21.25	21.80	28.21	20.12	29.21	22.07	22.95
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.72	0.00	0.55	1.26	0.01	0.59	0.24	0.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

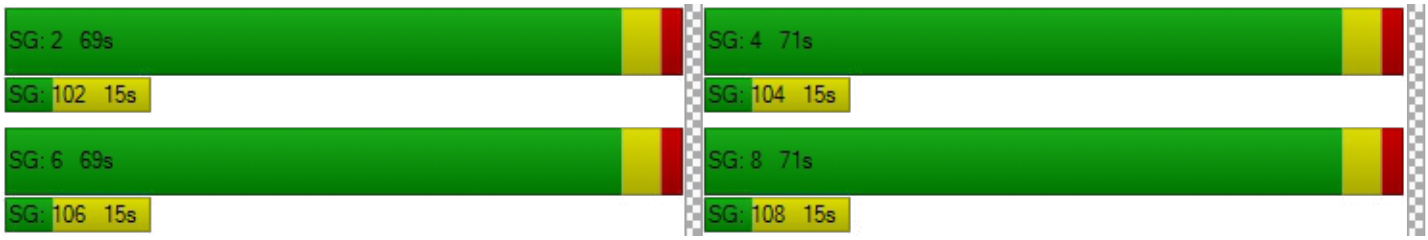
X, volume / capacity	0.00	0.23	0.00	0.17	0.27	0.00	0.13	0.09	0.17
d, Delay for Lane Group [s/veh]	24.22	24.35	21.26	22.36	29.47	20.13	29.80	22.31	23.53
Lane Group LOS	C	C	C	C	C	C	C	C	C
Critical Lane Group	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.04	3.74	0.02	2.28	3.34	0.04	1.42	1.36	2.29
50th-Percentile Queue Length [ft/ln]	1.05	93.59	0.48	57.09	83.39	0.94	35.46	34.03	57.23
95th-Percentile Queue Length [veh/ln]	0.08	6.74	0.03	4.11	6.00	0.07	2.55	2.45	4.12
95th-Percentile Queue Length [ft/ln]	1.88	168.47	0.87	102.75	150.11	1.69	63.83	61.25	103.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.22	24.35	24.35	21.26	22.36	22.36	29.47	20.13	20.13	29.80	22.31	23.53
Movement LOS	C	C	C	C	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	24.35			22.35			29.33			24.74		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	25.19											
Intersection LOS	C											
Intersection V/C	0.223											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Horse Drive and El Capitan Way

Control Type:	Two-way stop	Delay (sec / veh):	20.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Base Volume Input [veh/h]	27	111	0	3	261	9	4	0	46	1	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	2	0	0	0	15	0	0	10	3
Site-Generated Trips [veh/h]	0	202	2	24	115	10	4	0	0	7	0	49
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	313	2	29	376	19	8	15	46	8	11	52
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	85	1	8	102	5	2	4	13	2	3	14
Total Analysis Volume [veh/h]	29	340	2	32	409	21	9	16	50	9	12	57
Pedestrian Volume [ped/h]	2			7			3			2		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.03	0.00	0.00	0.03	0.06	0.06	0.03	0.05	0.07
d_M, Delay for Movement [s/veh]	8.30	0.00	0.00	8.06	0.00	0.00	19.07	19.63	10.58	18.72	20.00	10.52
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.08	0.04	0.00	0.08	0.04	0.00	0.11	0.42	0.42	0.51	0.51	0.51
95th-Percentile Queue Length [ft/ln]	1.99	1.00	0.00	2.04	1.02	0.00	2.63	10.62	10.62	12.77	12.77	12.77
d_A, Approach Delay [s/veh]	0.65			0.56			13.53			12.93		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.56											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 12: El Capitan Way and Grand Teton Drive

Control Type:	All-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.463

Intersection Setup

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	0.00	100.00	0.00	0.00	100.00	225.00	0.00	100.00	175.00	225.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Base Volume Input [veh/h]	18	120	24	106	413	2	1	66	31	69	72	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	12	0	0	0	0	18	0	12	19	0
Site-Generated Trips [veh/h]	0	107	0	48	73	0	0	0	0	0	0	98
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	227	36	154	486	2	1	84	31	81	91	153
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	62	10	42	132	1	0	23	8	22	25	42
Total Analysis Volume [veh/h]	20	247	39	167	528	2	1	91	34	88	99	166
Pedestrian Volume [ped/h]	21			7			11			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	508	543	601	531	570	570	636	478	509	509	558	460	491	491	542
Degree of Utilization, x	0.04	0.46	0.06	0.31	0.46	0.46	0.00	0.00	0.09	0.09	0.06	0.19	0.10	0.10	0.31

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.12	2.36	0.21	1.34	2.43	2.43	0.01	0.01	0.29	0.29	0.19	0.70	0.33	0.33	1.29
95th-Percentile Queue Length [ft]	3.07	58.90	5.19	33.46	60.83	60.83	0.24	0.16	7.34	7.34	4.85	17.47	8.36	8.36	32.22
Approach Delay [s/veh]	13.73			13.90				10.23				11.88			
Approach LOS	B			B				B				B			
Intersection Delay [s/veh]	13.07														
Intersection LOS	B														

Intersection Level Of Service Report
Intersection 13: Durango Drive and El Capitan Way/Farm Road

Control Type:	Signalized	Delay (sec / veh):	79.8
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.853

Intersection Setup

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	425.00	100.00	225.00	200.00	100.00	200.00	425.00	100.00	150.00	200.00	100.00	225.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Base Volume Input [veh/h]	103	354	194	38	785	17	724	127	36	53	217	368
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	12	36	97	0	44	0	58	0	0	0	0	12
Site-Generated Trips [veh/h]	9	39	5	0	83	0	15	98	0	0	48	25
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	429	296	38	912	17	797	225	36	53	265	405
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	117	80	10	248	5	217	61	10	14	72	110
Total Analysis Volume [veh/h]	135	466	322	41	991	18	866	245	39	58	288	440
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	2			1			1			3		
Bicycle Volume [bicycles/h]	0			4			0			1		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	13	38	0	11	36	0	43	77	0	14	48	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	7	32	32	5	30	30	37	71	71	8	42	42
g / C, Green / Cycle	0.05	0.23	0.23	0.04	0.21	0.21	0.26	0.51	0.51	0.06	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.23	0.01	0.22	0.01	0.28	0.08	0.03	0.02	0.09	0.31
s, saturation flow rate [veh/h]	3101	4567	1423	3101	4567	1396	3101	3192	1424	3101	3192	1407
c, Capacity [veh/h]	155	1044	325	111	979	299	819	1619	722	177	958	422
d1, Uniform Delay [s]	66.05	46.39	53.84	65.96	55.00	43.78	51.50	18.42	17.48	63.41	37.70	49.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	44.38	1.38	47.43	9.25	31.95	0.38	47.53	0.20	0.14	4.87	0.81	55.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.45	0.99	0.37	1.01	0.06	1.06	0.15	0.05	0.33	0.30	1.04
d, Delay for Lane Group [s/veh]	110.43	47.77	101.27	75.22	86.95	44.16	99.03	18.62	17.62	68.28	38.51	104.31
Lane Group LOS	F	D	F	E	F	D	F	B	B	E	D	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.36	4.82	15.57	0.86	14.38	0.54	19.74	2.20	0.68	1.12	3.96	21.16
50th-Percentile Queue Length [ft/ln]	83.98	120.61	389.25	21.54	359.57	13.41	493.44	55.12	17.04	27.95	98.99	528.96
95th-Percentile Queue Length [veh/ln]	6.05	8.43	22.04	1.55	20.75	0.97	27.95	3.97	1.23	2.01	7.13	29.49
95th-Percentile Queue Length [ft/ln]	151.17	210.66	551.03	38.77	518.72	24.15	698.66	99.22	30.66	50.31	178.18	737.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	110.43	47.77	101.27	75.22	86.95	44.16	99.03	18.62	17.62	68.28	38.51	104.31
Movement LOS	F	D	F	E	F	D	F	B	B	E	D	F
d_A, Approach Delay [s/veh]	75.60			85.76			79.14			77.54		
Approach LOS	E			F			E			E		
d_I, Intersection Delay [s/veh]	79.76											
Intersection LOS	E											
Intersection V/C	0.853											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Durango Drive and US 95 Northbound

Control Type:	Signalized	Delay (sec / veh):	41.1
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.596

Intersection Setup

Name	Durango Drive			Durango Drive			US 95 NB					
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	1	2	0	2	0	0	0
Pocket Length [ft]	400.00	100.00	100.00	100.00	100.00	225.00	0.00	100.00	0.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			US 95 NB					
Base Volume Input [veh/h]	99	491	0	0	1840	37	288	0	160	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	145	0	0	3	111	22	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	0	0	122	1	49	0	53	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	636	0	0	1965	149	359	0	213	0	0	0
Peak Hour Factor	0.9200	0.9200	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	0.9200	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	173	0	0	534	40	98	0	58	0	0	0
Total Analysis Volume [veh/h]	111	691	0	0	2136	162	390	0	232	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	1			1			0			0		
Bicycle Volume [bicycles/h]	1			1			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	0	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	31	104	0	0	73	0	0	36	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No			No			No				
Maximum Recall	No	No			No			No				
Pedestrian Recall	No	No			No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R	
C, Cycle Length [s]	140	140	140	140	140	140	140	
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
g_i, Effective Green Time [s]	25	98	67	67	30	30	30	
g / C, Green / Cycle	0.18	0.70	0.48	0.48	0.21	0.21	0.21	
(v / s)_i Volume / Saturation Flow Rate	0.04	0.15	0.47	0.12	0.08	0.08	0.09	
s, saturation flow rate [veh/h]	3101	4567	4567	1407	3096	1597	2519	
c, Capacity [veh/h]	554	3197	2185	673	663	342	540	
d1, Uniform Delay [s]	48.99	7.42	35.76	21.51	47.18	47.04	47.60	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.81	0.16	14.61	0.84	1.74	3.19	2.49	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.20	0.22	0.98	0.24	0.39	0.38	0.43	
d, Delay for Lane Group [s/veh]	49.80	7.58	50.36	22.35	48.91	50.23	50.09	
Lane Group LOS	D	A	D	C	D	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	1.74	2.43	26.22	3.34	4.09	4.22	3.72	
50th-Percentile Queue Length [ft/ln]	43.38	60.74	655.57	83.56	102.18	105.48	93.06	
95th-Percentile Queue Length [veh/ln]	3.12	4.37	34.62	6.02	7.36	7.59	6.70	
95th-Percentile Queue Length [ft/ln]	78.09	109.33	865.53	150.40	183.92	189.69	167.50	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.80	7.58	0.00	0.00	50.36	22.35	49.35	50.23	50.09	0.00	0.00	0.00
Movement LOS	D	A			D	C	D	D	D			
d_A, Approach Delay [s/veh]	13.42			48.39			49.63			0.00		
Approach LOS	B			D			D			A		
d_I, Intersection Delay [s/veh]	41.06											
Intersection LOS	D											
Intersection V/C	0.596											

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Durango Drive and US 95 Southbound

Control Type:	Signalized	Delay (sec / veh):	47.7
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.028

Intersection Setup

Name	Durango Drive			Durango Drive						US 95 SB		
Approach	Northbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes			No			Yes			Yes	

Volumes

Name	Durango Drive			Durango Drive						US 95 SB		
Base Volume Input [veh/h]	0	667	901	0	969	0	0	0	0	48	0	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	28	136	0	25	0	0	0	0	117	0	0
Site-Generated Trips [veh/h]	0	3	117	0	49	0	0	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	698	1154	0	1043	0	0	0	0	165	0	194
Peak Hour Factor	1.0000	0.9200	0.9200	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	190	314	0	283	0	0	0	0	45	0	53
Total Analysis Volume [veh/h]	0	759	1254	0	1134	0	0	0	0	179	0	211
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	1	0	0	2	0	0	0	0	0	3	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Split [s]	0	112	0	0	112	0	0	0	0	0	28	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C		L	C	R
C, Cycle Length [s]	140	140	140		140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00		6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00		4.00	4.00	4.00
g_i, Effective Green Time [s]	106	106	106		22	22	22
g / C, Green / Cycle	0.76	0.76	0.76		0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.17	0.88	0.25		0.06	0.06	0.15
s, saturation flow rate [veh/h]	4567	1425	4567		1597	1597	1425
c, Capacity [veh/h]	3458	1079	3458		251	251	224
d1, Uniform Delay [s]	4.95	17.00	5.49		52.68	52.68	58.37
k, delay calibration	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.15	83.47	0.25		3.93	3.93	46.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.22	1.16	0.33		0.36	0.36	0.94
d, Delay for Lane Group [s/veh]	5.10	100.47	5.75		56.61	56.61	105.19
Lane Group LOS	A	F	A		E	E	F
Critical Lane Group	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.04	54.16	3.38		3.11	3.11	10.32
50th-Percentile Queue Length [ft/ln]	50.94	1354.04	84.51		77.70	77.70	257.90
95th-Percentile Queue Length [veh/ln]	3.67	75.48	6.08		5.59	5.59	15.58
95th-Percentile Queue Length [ft/ln]	91.68	1887.07	152.11		139.86	139.86	389.59

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	5.10	100.47	0.00	5.75	0.00	0.00	0.00	0.00	56.61	56.61	105.19
Movement LOS		A	F		A					E	E	F
d_A, Approach Delay [s/veh]	64.51			5.75			0.00			82.89		
Approach LOS	E			A			A			F		
d_I, Intersection Delay [s/veh]	47.70											
Intersection LOS	D											
Intersection V/C	1.028											

Sequence

Ring 1	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 203: El Capitan Way and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	70.6
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.096

Intersection Setup

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Base Volume Input [veh/h]	1	2	0	0	2	3	0	4	14	9	25	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	3	0	0	0	0	0	0	14	12	0	7	0
Site-Generated Trips [veh/h]	296	98	1	0	0	6	2	93	201	3	164	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	300	100	1	0	2	9	2	111	227	12	196	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	25	0	0	1	2	1	28	57	3	49	0
Total Analysis Volume [veh/h]	300	100	1	0	2	9	2	111	227	12	196	0
Pedestrian Volume [ped/h]	2			4			6			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.00	0.00	0.00	0.00	0.00	0.02	0.39	0.21	0.10	0.69	0.00
d_M, Delay for Movement [s/veh]	7.79	0.00	0.00	7.41	0.00	0.00	47.54	27.98	18.71	70.59	54.63	45.69
Movement LOS	A	A	A	A	A	A	E	D	C	F	F	E
95th-Percentile Queue Length [veh/ln]	0.69	0.69	0.69	0.00	0.00	0.00	4.26	4.26	4.26	6.02	6.02	6.02
95th-Percentile Queue Length [ft/ln]	17.35	17.35	17.35	0.00	0.00	0.00	106.52	106.52	106.52	150.54	150.54	150.54
d_A, Approach Delay [s/veh]	5.83			0.00			21.91			55.55		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	22.23											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 204: Durango Drive and Log Cabin Way

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.204

Intersection Setup

Name	Durango Drive		Durango Drive		Log Cabin Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Durango Drive		Durango Drive		Log Cabin Way	
Base Volume Input [veh/h]	5	76	149	26	11	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	0	0	146	72	25
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	76	149	172	83	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	19	37	43	21	8
Total Analysis Volume [veh/h]	14	76	149	172	83	32
Pedestrian Volume [ped/h]	2		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	684	705	732	854	755
Degree of Utilization, x	0.07	0.06	0.20	0.20	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.21	0.20	0.76	0.75	0.54
95th-Percentile Queue Length [ft]	5.27	5.10	18.98	18.76	13.39
Approach Delay [s/veh]	8.24		8.39		8.63
Approach LOS	A		A		A
Intersection Delay [s/veh]	8.42				
Intersection LOS	A				

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Report File: J:\...\3_181206_AM Background.pdf

Scenario 6 AM Background_181206
1/6/2019

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound				Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-T	Left	Thru	Right	
1	Kyle Canyon Road / Oso Blanca Road	Final Base	28	12	4	5	31	92	35	0	28	0	0	1	1	237
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	105	1	54	0	2	0	0	1	58	0	27	0	0	248
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**133**	**13**	**58**	**5**	**33**	**92**	**35**	**1**	**86**	**0**	**27**	**1**	**1**	**485**

ID	Intersection Name	Volume Type	Westbound	Northeastbound	Total Volume
			Thru	Thru	
2	Kyle Canyon Road / US 95 SB DDI	Final Base	0	0	0
		Growth Factor	1.00	1.00	-
		In Process	23	27	50
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**23**	**27**	**50**

ID	Intersection Name	Volume Type	Eastbound	Southwestbound	Total Volume
			Thru	Thru	
3	Kyle Canyon Road and US 95 NB DDI	Final Base	0	0	0
		Growth Factor	1.00	1.00	-
		In Process	14	18	32
		Net New Trips	1	44	45
		Other	0	0	0
		Future Total	**15**	**62**	**77**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	Skye Canyon Park Drive and Log Cabin Way	Final Base	0	0	4	0	0	0	0	8	0	17	35	0	64
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	12	0	12	0	0	0	0	14	0	4	6	0	48
		Net New Trips	18	0	207	0	0	0	0	261	20	127	169	0	802
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**30**	**0**	**223**	**0**	**0**	**0**	**0**	**283**	**20**	**148**	**210**	**0**	**914**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Skye Canyon Park Drive and O'Hare Road	Final Base	0	17	39	0	37	0	0	0	0	69	0	1	163
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	24	0	0	4	0	0	0	0	0	0	0	28
		Net New Trips	40	28	0	0	51	96	196	0	46	0	0	0	457
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**40**	**69**	**39**	**0**	**92**	**96**	**196**	**0**	**46**	**69**	**0**	**1**	**648**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Skye Canyon Park Drive and Iron Mountain Road	Final Base	165	44	39	0	88	17	7	37	105	83	68	5	658
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	18	15	0	4	0	0	0	0	10	0	6	53
		Net New Trips	0	40	5	0	64	33	28	0	0	15	0	1	186
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**165**	**102**	**59**	**0**	**156**	**50**	**35**	**37**	**105**	**108**	**68**	**12**	**897**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Skye Canyon Park Drive and Brent Lane	Final Base	180	234	39	2	244	30	4	42	56	71	111	11	1024
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	27	17	0	14	0	0	0	0	14	0	6	78
		Net New Trips	0	17	0	0	46	33	28	0	0	0	0	0	124
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**180**	**278**	**56**	**2**	**304**	**63**	**32**	**42**	**56**	**85**	**111**	**17**	**1226**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	Skye Canyon Park Drive and Sky Pointe/Fort Apache Road	Final Base	6	144	172	8	399	0	324	0	21	0	0	7	1081
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	44	33	0	28	0	29	0	0	0	0	0	134
		Net New Trips	0	17	4	0	46	0	12	0	0	0	0	0	79
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**6**	**205**	**209**	**8**	**473**	**0**	**365**	**0**	**21**	**0**	**0**	**7**	**1294**

ID	Intersection Name	Volume Type	Eastbound		Westbound		Northwestbound	Southeastbound	Total Volume
			Left	Thru	Left	Thru	Left	Left	
9	Skye Canyon Park Drive and US 95 SPUI	Final Base	122	185	453	216	268	13	1257
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	8	77	0	57	438	0	580
		Net New Trips	5	0	56	0	17	0	78
		Other	0	0	0	0	0	0	0
		Future Total	**135**	**262**	**509**	**273**	**723**	**13**	**1915**

ID	Intersection Name	Volume Type	Northbound			Westbound			Northeastbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	Fort Apache Road and Sky Pointe Drive/Horse Drive	Final Base	2	156	2	1	1	82	107	0	2	35	63	82	533
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	10	19	0	0	15	0	18	62
		Net New Trips	0	2	0	0	0	10	0	0	0	4	0	0	16
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**2**	**158**	**2**	**1**	**1**	**102**	**126**	**0**	**2**	**54**	**63**	**100**	**611**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Horse Drive and El Capitan Way	Final Base	27	111	0	3	261	9	4	0	46	1	1	0	463
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	2	0	0	0	15	0	0	10	3	30
		Net New Trips	0	202	2	24	115	10	4	0	0	7	0	49	413
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**27**	**313**	**2**	**29**	**376**	**19**	**8**	**15**	**46**	**8**	**11**	**52**	**906**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	El Capitan Way and Grand Teton Drive	Final Base	18	120	24	106	413	2	1	66	31	69	72	55	977
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	12	0	0	0	0	18	0	12	19	0	61
		Net New Trips	0	107	0	48	73	0	0	0	0	0	0	98	326
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**18**	**227**	**36**	**154**	**486**	**2**	**1**	**84**	**31**	**81**	**91**	**153**	**1364**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Durango Drive and El Capitan Way/Farm Road	Final Base	103	354	194	38	785	17	724	127	36	53	217	368	3016
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	12	36	97	0	44	0	58	0	0	0	0	12	259
		Net New Trips	9	39	5	0	83	0	15	98	0	0	48	25	322
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**124**	**429**	**296**	**38**	**912**	**17**	**797**	**225**	**36**	**53**	**265**	**405**	**3597**

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Northwestbound			Total Volume
			Left	Thru	Thru	Right	Left	Thru	Right	
14	Durango Drive and US 95 Northbound	Final Base	99	491	1840	37	288	0	160	2915
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	145	3	111	22	0	0	281
		Net New Trips	3	0	122	1	49	0	53	228
		Other	0	0	0	0	0	0	0	0
		Future Total	**102**	**636**	**1965**	**149**	**359**	**0**	**213**	**3424**

ID	Intersection Name	Volume Type	Northbound		Southwestbound	Southeastbound			Total Volume
			Thru	Right	Thru	Left	Thru	Right	
15	Durango Drive and US 95 Southbound	Final Base	667	901	969	48	0	193	2778
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	28	136	25	117	0	0	306
		Net New Trips	3	117	49	0	0	1	170
		Other	0	0	0	0	0	0	0
		Future Total	**698**	**1154**	**1043**	**165**	**0**	**194**	**3254**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
203	El Capitan Way and Log Cabin Way	Final Base	1	2	0	0	2	3	0	4	14	9	25	0	60
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	3	0	0	0	0	0	0	14	12	0	7	0	36
		Net New Trips	296	98	1	0	0	6	2	93	201	3	164	0	864
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**300**	**100**	**1**	**0**	**2**	**9**	**2**	**111**	**227**	**12**	**196**	**0**	**960**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
204	Durango Drive and Log Cabin Way	Final Base	5	76	149	26	11	7	274
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	9	0	0	146	72	25	252
		Other	0	0	0	0	0	0	0
		Future Total	**14**	**76**	**149**	**172**	**83**	**32**	**526**

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 6 AM Background_181206
Report File: J:\...\3_181206_AM Background.pdf
1/6/2019

Fair Share Volumes

Intersection 1: Kyle Canyon Road / Oso Blanca Road														
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound				Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-T	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	133	13	58	5	33	92	35	1	86	0	27	1	1	

Intersection 2: Kyle Canyon Road / US 95 SB DDI			
Zone ID: Name	Westbound	Northeastbound	Total
	Thru	Thru	
1: Regional Park and Single Family	0	0	0
2: Single Family	0	0	0
3: Single Family	0	0	0
4: Single Family	0	0	0
5: Single Family	0	0	0
6: Zone	0	0	0
7: Single Family	0	0	0
8: Single Family	0	0	0
9: Single Family	0	0	0
10: Single Family	0	0	0
11: Single Family	0	0	0
12: Single Family	0	0	0
13: Apartment	0	0	0
14: Single Family	0	0	0
41: Commercial	0	0	0
42: Single Family	0	0	0
45: Commercial	0	0	0
47: Commercial	0	0	0
48: Office	0	0	0
49: Apartment	0	0	0
50: Commercial	0	0	0
51: Commercial	0	0	0
86: High School	0	0	0
99: Elementary School	0	0	0
Site-Generated Trips	0	0	
Future Total Volume	23	27	

Intersection 3: Kyle Canyon Road and US 95 NB DDI			
Zone ID: Name	Eastbound	Southwestbound	Total
	Thru	Thru	
1: Regional Park and Single Family	1	34	35
2: Single Family	0	10	10
3: Single Family	0	0	0
4: Single Family	0	0	0
5: Single Family	0	0	0
6: Zone	0	0	0
7: Single Family	0	0	0
8: Single Family	0	0	0
9: Single Family	0	0	0
10: Single Family	0	0	0
11: Single Family	0	0	0
12: Single Family	0	0	0
13: Apartment	0	0	0
14: Single Family	0	0	0
41: Commercial	0	0	0
42: Single Family	0	0	0
45: Commercial	0	0	0
47: Commercial	0	0	0
48: Office	0	0	0
49: Apartment	0	0	0
50: Commercial	0	0	0
51: Commercial	0	0	0
86: High School	0	0	0
99: Elementary School	0	0	0
Site-Generated Trips	1	44	
Future Total Volume	15	62	

Intersection 4: Skye Canyon Park Drive and Log Cabin Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	9	0	0	0	0	13	0	26	37	0	84
2: Single Family	0	0	2	0	0	0	0	4	0	5	11	0	22
3: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
4: Single Family	1	0	0	0	0	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	1	0	0	0	0	0	0	0	0	0	0	0	1
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	196	0	0	0	0	245	0	96	120	0	657
99: Elementary School	16	0	0	0	0	0	0	0	20	0	0	0	36
Site-Generated Trips	18	0	207	0	0	0	0	261	20	127	169	0	
Future Total Volume	30	0	223	0	0	0	0	283	20	148	210	0	

Intersection 5: Skye Canyon Park Drive and O'Hare Road													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	9	0	0	26	0	0	0	0	0	0	0	34
2: Single Family	0	2	0	0	5	0	0	0	0	0	0	0	7
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	96	196	0	0	0	0	0	292
99: Elementary School	40	16	0	0	20	0	0	0	46	0	0	0	122
Site-Generated Trips	40	28	0	0	51	96	196	0	46	0	0	0	
Future Total Volume	40	69	39	0	92	96	196	0	46	69	0	1	

Intersection 6: Skye Canyon Park Drive and Iron Mountain Road													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	9	0	0	26	0	0	0	0	0	0	0	34
2: Single Family	0	2	0	0	5	0	0	0	0	0	0	0	7
3: Single Family	0	0	5	0	0	0	0	0	0	15	0	0	20
4: Single Family	0	0	0	0	0	0	0	0	0	1	0	1	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	28	0	0	33	33	28	0	0	0	0	0	122
Site-Generated Trips	0	40	5	0	64	33	28	0	0	15	0	1	
Future Total Volume	165	102	59	0	156	50	35	37	105	108	68	12	

Intersection 7: Skye Canyon Park Drive and Brent Lane													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	9	0	0	26	0	0	0	0	0	0	0	34
2: Single Family	0	2	0	0	5	0	0	0	0	0	0	0	7
3: Single Family	0	5	0	0	15	0	0	0	0	0	0	0	20
4: Single Family	0	0	0	0	1	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	33	28	0	0	0	0	0	61
Site-Generated Trips	0	17	0	0	46	33	28	0	0	0	0	0	
Future Total Volume	180	278	56	2	304	63	32	42	56	85	111	17	

Intersection 8: Skye Canyon Park Drive and Sky Pointe/Fort Apache Road													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	9	0	0	26	0	0	0	0	0	0	0	34
2: Single Family	0	2	0	0	5	0	0	0	0	0	0	0	7
3: Single Family	0	5	0	0	15	0	0	0	0	0	0	0	20
4: Single Family	0	0	4	0	1	0	10	0	0	0	0	0	14
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	1	0	0	0	0	0	1
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	1	0	0	0	0	0	1
10: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	17	4	0	46	0	12	0	0	0	0	0	
Future Total Volume	6	205	209	8	473	0	365	0	21	0	0	7	

Intersection 9: Skye Canyon Park Drive and US 95 SPUI							
Zone ID: Name	Eastbound		Westbound		Northwestbound	Southeastbound	Total
	Left	Thru	Left	Thru	Left	Left	
1: Regional Park and Single Family	0	0	26	0	0	0	26
2: Single Family	0	0	5	0	0	0	5
3: Single Family	0	0	15	0	0	0	15
4: Single Family	0	0	10	0	0	0	10
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	3	0	0	0	5	0	8
12: Single Family	2	0	0	0	8	0	10
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	4	0	4
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0
Site-Generated Trips	5	0	56	0	17	0	
Future Total Volume	135	262	509	273	723	13	

Intersection 10: Fort Apache Road and Sky Pointe Drive/Horse Drive													
Zone ID: Name	Northbound			Westbound			Northeastbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	10	0	0	0	4	0	0	14
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	2	0	0	0	10	0	0	0	4	0	0	
Future Total Volume	2	158	2	1	1	102	126	0	2	54	63	100	

Intersection 11: Horse Drive and El Capitan Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	3	0	0	9	0	0	0	0	0	0	0	11
2: Single Family	0	1	0	0	3	0	0	0	0	0	0	0	4
3: Single Family	0	3	0	0	7	0	0	0	0	0	0	0	10
4: Single Family	0	0	2	0	0	10	4	0	0	7	0	0	23
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	196	0	24	96	0	0	0	0	0	0	49	365
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	202	2	24	115	10	4	0	0	7	0	49	
Future Total Volume	27	313	2	29	376	19	8	15	46	8	11	52	

Intersection 12: El Capitan Way and Grand Teton Drive													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	3	0	0	9	0	0	0	0	0	0	0	11
2: Single Family	0	1	0	0	3	0	0	0	0	0	0	0	4
3: Single Family	0	3	0	0	7	0	0	0	0	0	0	0	10
4: Single Family	0	2	0	0	7	0	0	0	0	0	0	0	9
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	98	0	48	48	0	0	0	0	0	0	98	292
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	107	0	48	73	0	0	0	0	0	0	98	
Future Total Volume	18	227	36	154	486	2	1	84	31	81	91	153	

Intersection 13: Durango Drive and El Capitan Way/Farm Road													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	3	6	0	0	17	0	0	0	0	0	0	9	34
2: Single Family	1	3	0	0	8	0	0	0	0	0	0	3	14
3: Single Family	3	5	0	0	15	0	0	0	0	0	0	7	30
4: Single Family	2	0	0	0	0	0	0	0	0	0	0	7	9
5: Single Family	0	1	0	0	2	0	0	0	0	0	0	0	3
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	6	0	0	16	0	0	0	0	0	0	0	22
8: Single Family	0	0	0	0	1	0	0	0	0	0	0	0	1
9: Single Family	0	5	0	0	14	0	0	0	0	0	0	0	19
10: Single Family	0	0	5	0	0	0	15	0	0	0	0	0	20
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	6	0	0	3	0	0	0	0	0	0	0	9
42: Single Family	0	0	0	0	2	0	0	0	0	0	0	0	2
45: Commercial	0	7	0	0	5	0	0	0	0	0	0	0	12
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	98	0	0	48	0	146
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	9	39	5	0	83	0	15	98	0	0	48	25	
Future Total Volume	124	429	296	38	912	17	797	225	36	53	265	405	

Intersection 14: Durango Drive and US 95 Northbound								
Zone ID: Name	Northeastbound		Southwestbound		Northwestbound			Total
	Left	Thru	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	26	0	0	0	9	34
2: Single Family	0	0	10	0	0	0	4	14
3: Single Family	0	0	22	0	0	0	8	30
4: Single Family	0	0	7	0	0	0	2	9
5: Single Family	0	0	2	0	0	0	1	3
6: Zone	0	0	0	0	0	0	0	0
7: Single Family	0	0	16	0	0	0	6	22
8: Single Family	0	0	1	0	0	0	0	1
9: Single Family	0	0	14	0	0	0	5	19
10: Single Family	0	0	14	1	0	0	5	20
11: Single Family	0	0	0	0	16	0	0	16
12: Single Family	0	0	0	0	8	0	0	8
13: Apartment	1	0	0	0	5	0	0	6
14: Single Family	1	0	0	0	4	0	0	5
41: Commercial	0	0	3	0	0	0	6	9
42: Single Family	0	0	2	0	0	0	0	2
45: Commercial	0	0	5	0	0	0	7	12
47: Commercial	0	0	0	0	4	0	0	4
48: Office	0	0	0	0	0	0	0	0
49: Apartment	1	0	0	0	5	0	0	6
50: Commercial	0	0	0	0	4	0	0	4
51: Commercial	0	0	0	0	4	0	0	4
86: High School	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0
Site-Generated Trips	3	0	122	1	49	0	53	
Future Total Volume	102	636	1965	149	359	0	213	

Intersection 15: Durango Drive and US 95 Southbound							
Zone ID: Name	Northbound		Southwestbound	Southeastbound			Total
	Thru	Right	Thru	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	47	16	0	0	0	63
12: Single Family	0	24	8	0	0	0	31
13: Apartment	1	14	5	0	0	0	20
14: Single Family	1	12	4	0	0	0	17
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	3	4	0	0	0	7
48: Office	0	0	0	0	0	1	1
49: Apartment	1	14	5	0	0	0	20
50: Commercial	0	2	4	0	0	0	6
51: Commercial	0	2	4	0	0	0	6
86: High School	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0
Site-Generated Trips	3	117	49	0	0	1	
Future Total Volume	698	1154	1043	165	0	194	

Intersection 203: El Capitan Way and Log Cabin Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	3	0	0	0	0	0	0	17	9	0	6	0	34
2: Single Family	0	0	1	0	0	6	2	4	0	3	11	0	26
3: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	293	98	0	0	0	0	0	72	192	0	146	0	801
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	296	98	1	0	0	6	2	93	201	3	164	0	
Future Total Volume	300	100	1	0	2	9	2	111	227	12	196	0	

Intersection 204: Durango Drive and Log Cabin Way							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Regional Park and Single Family	6	0	0	0	0	17	23
2: Single Family	3	0	0	0	0	8	11
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	146	72	0	218
99: Elementary School	0	0	0	0	0	0	0
Site-Generated Trips	9	0	0	146	72	25	
Future Total Volume	14	76	149	172	83	32	

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 6 AM Background_181206
Report File: J:\...\3_181206_AM Background.pdf
1/6/2019

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Regional Park and Single Family		210	Dwelling Units	0.740	160.000	25.00	75.00	30	88	118	4.89
2: Single Family		210	Dwelling Units	0.740	49.000	25.00	75.00	9	27	36	1.49
3: Single Family		210	Dwelling Units	0.740	69.000	25.00	75.00	13	38	51	2.11
4: Single Family		210	Dwelling Units	0.740	32.000	25.00	75.00	6	18	24	1.00
5: Single Family		210	Dwelling Units	0.740	4.000	25.00	75.00	1	2	3	0.12
6: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
7: Single Family		210	Dwelling Units	0.740	40.000	25.00	75.00	8	22	30	1.24
8: Single Family		210	Dwelling Units	0.740	2.000	25.00	75.00	0	1	1	0.04
9: Single Family		210	Dwelling Units	0.740	37.000	25.00	75.00	7	20	27	1.12
10: Single Family		210	Dwelling Units	0.740	36.000	25.00	75.00	7	20	27	1.12
11: Single Family		210	Dwelling Units	0.740	195.000	25.00	75.00	36	108	144	5.97
12: Single Family		210	Dwelling Units	0.740	143.000	25.00	75.00	26	80	106	4.39
13: Apartment		221	Dwelling Units	0.360	150.000	26.00	74.00	14	40	54	2.24
14: Single Family		210	Dwelling Units	0.740	59.000	25.00	75.00	11	33	44	1.82
41: Commercial		820	1000 Square Feet	0.940	10.000	62.00	38.00	6	3	9	0.37
42: Single Family		210	Dwelling Units	0.740	3.000	25.00	75.00	0	2	2	0.08
45: Commercial		820	1000 Square Feet	0.940	17.500	62.00	38.00	10	6	16	0.66
47: Commercial		820	1000 Square Feet	0.940	22.000	62.00	38.00	13	8	21	0.87
48: Office		710	1000 Square Feet	1.160	30.000	86.00	14.00	30	5	35	1.45
49: Apartment		221	Dwelling Units	0.360	150.000	26.00	74.00	14	40	54	2.24
50: Commercial		820	1000 Square Feet	0.940	17.000	62.00	38.00	10	6	16	0.66
51: Commercial		820	1000 Square Feet	0.940	17.000	62.00	38.00	10	6	16	0.66
86: High School		530	Students	0.520	2,800.000	67.00	33.00	976	480	1456	60.36

99: Elementary School		520	Students	0.670	182.000	54.00	46.00	66	56	122	5.06
					Added Trips Total			**1303**	**1109**	**2412**	**100.00**

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 6 AM Background_181206
Report File: J:\...\3_181206_AM Background.pdf
1/6/2019

Trip Distribution summary

Zone / Gate	Zone 1: Regional Park and Single Family			
	To Regional Park and Single Family:		From Regional Park and Single Family:	
	Share %	Trips	Share %	Trips
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	97.00	85
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	3
55: Gate	97.00	29	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0

Zone / Gate	Zone 2: Single Family			
	To Single Family:		From Single Family:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	26
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	97.00	9	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0

58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**30**	**100.00**	**88**

58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**9**	**100.00**	**27**

	Zone 3: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0

	Zone 4: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0

80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0	96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0	100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0	101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	3.00	1	38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	37	39: Gate	0.00	0	97.00	17
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1	53: Gate	0.00	0	3.00	1
55: Gate	97.00	13	0.00	0	55: Gate	97.00	6	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0	94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0	95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0	103: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**103.00**	**39**	**Total**	**100.00**	**6**	**100.00**	**18**

	Zone 5: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

	Zone 6: Zone			
	To Zone:		From Zone:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

6: Zone	0.00	0	0.00	0	5: Single Family	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0	7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0	8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0	9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0	10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0	11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0	12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0	77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0	96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0	100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0	101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0	38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	2	39: Gate	0.00	0	97.00	0
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0	53: Gate	0.00	0	3.00	0
55: Gate	97.00	1	0.00	0	55: Gate	97.00	0	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0

75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**1**	**100.00**	**2**

75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**0**	**100.00**	**0**

	Zone 7: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	74.00	16
44: Gate	23.00	2	23.00	5
46: Gate	0.00	0	0.00	0

	Zone 8: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	77.00	1
44: Gate	23.00	0	23.00	0
46: Gate	0.00	0	0.00	0

53: Gate	0.00	0	3.00	1
55: Gate	74.00	6	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**8**	**100.00**	**22**

53: Gate	0.00	0	0.00	0
55: Gate	77.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**0**	**100.00**	**1**

	Zone 9: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0

	Zone 10: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0

76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	74.00	14
44: Gate	23.00	2	23.00	5
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	74.00	5	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**20**

76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	74.00	14
44: Gate	23.00	2	23.00	5
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	74.00	5	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**20**

Zone / Gate	Zone 11: Single Family			
	To Single Family:		From Single Family:	
	Share %	Trips	Share %	Trips

Zone / Gate	Zone 12: Single Family			
	To Single Family:		From Single Family:	
	Share %	Trips	Share %	Trips

1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	58.00	63
44: Gate	0.00	0	0.00	0
46: Gate	39.00	14	39.00	42
53: Gate	0.00	0	3.00	3
55: Gate	58.00	21	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0

1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	58.00	47
44: Gate	0.00	0	0.00	0
46: Gate	39.00	10	39.00	31
53: Gate	0.00	0	3.00	2
55: Gate	58.00	15	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0

70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**36**	**100.00**	**108**

70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**26**	**100.00**	**80**

	Zone 13: Apartment			
	To Apartment:		From Apartment:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0

	Zone 14: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0

101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	14
44: Gate	23.00	3	23.00	9
46: Gate	39.00	5	39.00	16
53: Gate	0.00	0	3.00	1
55: Gate	35.00	5	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**100.00**	**40**

101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	12
44: Gate	23.00	3	23.00	8
46: Gate	39.00	4	39.00	12
53: Gate	0.00	0	3.00	1
55: Gate	35.00	4	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**11**	**100.00**	**33**

	Zone 41: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0

	Zone 42: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0

47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0	77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0	96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0	100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0	101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0	38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	97.00	3	39: Gate	0.00	0	77.00	2
44: Gate	0.00	0	0.00	0	44: Gate	23.00	0	23.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0	53: Gate	0.00	0	0.00	0
55: Gate	97.00	6	0.00	0	55: Gate	77.00	0	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0	94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0	95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0	103: Gate	0.00	0	0.00	0
Total	**100.00**	**6**	**100.00**	**3**	**Total**	**100.00**	**0**	**100.00**	**2**

Zone / Gate	Zone 45: Commercial			
	To Commercial:		From Commercial:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	74.00	5
44: Gate	23.00	2	23.00	1
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	74.00	7	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0

Zone / Gate	Zone 47: Commercial			
	To Commercial:		From Commercial:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	58.00	5
44: Gate	0.00	0	0.00	0
46: Gate	39.00	5	39.00	3
53: Gate	0.00	0	3.00	0
55: Gate	58.00	8	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0

66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**9**	**100.00**	**6**

66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**100.00**	**8**

	Zone 48: Office			
	To Office:		From Office:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0

	Zone 49: Apartment			
	To Apartment:		From Apartment:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0

97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	2
44: Gate	23.00	7	23.00	1
46: Gate	39.00	12	39.00	2
53: Gate	0.00	0	3.00	0
55: Gate	35.00	11	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**5**

97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	14
44: Gate	23.00	3	23.00	9
46: Gate	39.00	5	39.00	16
53: Gate	0.00	0	3.00	1
55: Gate	35.00	5	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**100.00**	**40**

	Zone 50: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0

	Zone 51: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0

13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0	77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0	96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0	100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0	101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0	38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	2	39: Gate	0.00	0	35.00	2
44: Gate	23.00	2	23.00	1	44: Gate	23.00	2	23.00	1
46: Gate	39.00	4	39.00	3	46: Gate	39.00	4	39.00	3
53: Gate	0.00	0	3.00	0	53: Gate	0.00	0	3.00	0
55: Gate	35.00	4	0.00	0	55: Gate	35.00	4	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0

94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**10**	**100.00**	**6**

94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**10**	**100.00**	**6**

	Zone 86: High School			
	To High School:		From High School:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	0.00	0
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	0.00	0
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0

	Zone 99: Elementary School			
	To Elementary School:		From Elementary School:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	0.00	0
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	0.00	0
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0

62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	10.00	48
67: Gate	10.00	98	0.00	0
68: Gate	0.00	0	10.00	48
69: Gate	10.00	98	0.00	0
70: Gate	0.00	0	5.00	24
71: Gate	5.00	49	0.00	0
72: Gate	0.00	0	15.00	72
73: Gate	15.00	146	0.00	0
74: Gate	0.00	0	15.00	72
75: Gate	15.00	146	0.00	0
87: Gate	5.00	49	5.00	24
88: Gate	5.00	49	5.00	24
89: Gate	0.00	0	0.00	0
90: Gate	5.00	49	5.00	24
91: Gate	5.00	49	5.00	24
92: Gate	5.00	49	5.00	24
93: Gate	5.00	49	5.00	24
94: Gate	5.00	49	5.00	24
95: Gate	5.00	49	5.00	24
103: Gate	5.00	49	5.00	24
Total	**100.00**	**978**	**100.00**	**480**

61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	15.00	10	15.00	8
88: Gate	15.00	10	15.00	8
89: Gate	0.00	0	0.00	0
90: Gate	15.00	10	15.00	8
91: Gate	5.00	3	5.00	3
92: Gate	15.00	10	15.00	8
93: Gate	15.00	10	15.00	8
94: Gate	5.00	3	5.00	3
95: Gate	15.00	10	15.00	10
103: Gate	0.00	0	0.00	0
Total	**100.00**	**66**	**100.00**	**56**

Intersection Level Of Service Report
Intersection 1: Kyle Canyon Road / Oso Blanca Road

Control Type:	Two-way stop	Delay (sec / veh):	21.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.368

Intersection Setup

Name	Oso Blanca Road			Oso Blanca Road			Kyle Canyon Road			Kyle Canyon Road			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			Yes			No			

Volumes

Name	Oso Blanca Road			Oso Blanca Road			Kyle Canyon Road			Kyle Canyon Road			
Base Volume Input [veh/h]	30	8	0	1	96	66	91	0	64	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	102	4	51	3	6	0	0	3	132	0	65	0	3
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	12	51	4	102	66	91	3	196	0	65	0	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	33	3	13	1	26	17	23	1	49	0	16	0	1
Total Analysis Volume [veh/h]	132	12	51	4	102	66	91	3	196	0	65	0	3
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.37	0.03	0.05	0.01	0.24	0.06	0.06	0.00	0.00	0.00	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	21.30	18.84	8.99	15.67	16.55	11.27	7.36	0.00	0.00	9.57	7.75	0.00	0.00
Movement LOS	C	C	A	C	C	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.83	1.83	0.17	1.33	1.33	1.33	0.18	0.00	0.00	0.15	0.15	0.00	0.00
95th-Percentile Queue Length [ft/ln]	45.69	45.69	4.23	33.22	33.22	33.22	4.46	0.00	0.00	3.72	3.72	0.00	0.00
d_A, Approach Delay [s/veh]	17.92			14.50			2.31			7.41			
Approach LOS	C			B			A			A			
d_I, Intersection Delay [s/veh]	9.88												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 2: Kyle Canyon Road / US 95 SB DDI

Control Type:	Signalized	Delay (sec / veh):	21.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name				Kyle Canyon Road			Kyle Canyon Road					
Approach	Eastbound			Westbound			Northeastbound			Southwestbound		
Lane Configuration												
Turning Movement	Thru	Thru	Right	Thru	Thru	Right	Left	Thru	Thru	Left	Thru	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name				Kyle Canyon Road			Kyle Canyon Road					
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	54	0	0	0	0	36	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	54	0	0	0	0	36	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	14	0	0	0	0	9	0	0	0
Total Analysis Volume [veh/h]	0	0	0	54	0	0	0	0	36	0	0	0
Presence of On-Street Parking				No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	0	1	0	0	0	0	2	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	5	0	0	0	0	5	0	0	0
Maximum Green [s]	0	0	0	30	0	0	0	0	30	0	0	0
Amber [s]	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
All red [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
Split [s]	0	0	0	70	0	0	0	0	70	0	0	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0
Walk [s]	0	0	0	5	0	0	0	0	5	0	0	0
Pedestrian Clearance [s]	0	0	0	10	0	0	0	0	10	0	0	0
Rest In Walk				No					No			
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
Minimum Recall				No					No			
Maximum Recall				No					No			
Pedestrian Recall				No					No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		C	C	
C, Cycle Length [s]		140	140	
L, Total Lost Time per Cycle [s]		6.00	6.00	
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	
l2, Clearance Lost Time [s]		4.00	4.00	
g_i, Effective Green Time [s]		64	64	
g / C, Green / Cycle		0.46	0.46	
(v / s)_i Volume / Saturation Flow Rate		0.02	0.01	
s, saturation flow rate [veh/h]		3192	3192	
c, Capacity [veh/h]		1459	1459	
d1, Uniform Delay [s]		20.98	20.86	
k, delay calibration		0.50	0.50	
I, Upstream Filtering Factor		1.00	1.00	
d2, Incremental Delay [s]		0.05	0.03	
d3, Initial Queue Delay [s]		0.00	0.00	
Rp, platoon ratio		1.00	1.00	
PF, progression factor		1.00	1.00	

Lane Group Results

X, volume / capacity		0.04	0.02	
d, Delay for Lane Group [s/veh]		21.03	20.90	
Lane Group LOS		C	C	
Critical Lane Group		Yes	Yes	
50th-Percentile Queue Length [veh/ln]		0.51	0.34	
50th-Percentile Queue Length [ft/ln]		12.76	8.45	
95th-Percentile Queue Length [veh/ln]		0.92	0.61	
95th-Percentile Queue Length [ft/ln]		22.96	15.22	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	21.03	0.00	0.00	0.00	0.00	20.90	0.00	0.00	0.00
Movement LOS				C					C			
d_A, Approach Delay [s/veh]	0.00			21.03			20.90			0.00		
Approach LOS	A			C			C			A		
d_I, Intersection Delay [s/veh]	20.98											
Intersection LOS	C											
Intersection V/C	0.028											

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Kyle Canyon Road and US 95 NB DDI

Control Type:	Signalized	Delay (sec / veh):	19.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Kyle Canyon Road									Kyle Canyon Road		
Approach	Eastbound			Westbound			Northeastbound			Southwestbound		
Lane Configuration												
Turning Movement	Thru	Thru	Right	Thru	Thru	Right	Left	Thru	Thru	Left	Thru	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Kyle Canyon Road									Kyle Canyon Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	26	0	0	0	0	0	0	0	0	0	28	0
Site-Generated Trips [veh/h]	6	0	0	0	0	0	0	0	0	0	29	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	0	0	0	0	0	0	0	0	0	57	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	0	0	0	0	0	0	14	0
Total Analysis Volume [veh/h]	32	0	0	0	0	0	0	0	0	0	57	0
Presence of On-Street Parking	No		No							No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	8	0	0	0	0	0	0	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0	0	0	5	0
Maximum Green [s]	30	0	0	0	0	0	0	0	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	70	0	0	0	0	0	0	0	0	0	70	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	5	0	0	0	0	0	0	0	0	0	5	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0	0	0	10	0
Rest In Walk	No										No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No										No	
Maximum Recall	No										No	
Pedestrian Recall	No										No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C			C
C, Cycle Length [s]	140			140
L, Total Lost Time per Cycle [s]	4.00			4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00			0.00
l2, Clearance Lost Time [s]	2.00			2.00
g_i, Effective Green Time [s]	66			66
g / C, Green / Cycle	0.47			0.47
(v / s)_i Volume / Saturation Flow Rate	0.01			0.02
s, saturation flow rate [veh/h]	3192			3192
c, Capacity [veh/h]	1505			1505
d1, Uniform Delay [s]	19.76			19.91
k, delay calibration	0.50			0.50
I, Upstream Filtering Factor	1.00			1.00
d2, Incremental Delay [s]	0.03			0.05
d3, Initial Queue Delay [s]	0.00			0.00
Rp, platoon ratio	1.00			1.00
PF, progression factor	1.00			1.00

Lane Group Results

X, volume / capacity	0.02			0.04
d, Delay for Lane Group [s/veh]	19.78			19.96
Lane Group LOS	B			B
Critical Lane Group	Yes			Yes
50th-Percentile Queue Length [veh/ln]	0.29			0.52
50th-Percentile Queue Length [ft/ln]	7.28			13.07
95th-Percentile Queue Length [veh/ln]	0.52			0.94
95th-Percentile Queue Length [ft/ln]	13.10			23.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.96	0.00
Movement LOS	B										B	
d_A, Approach Delay [s/veh]	19.78			0.00			0.00			19.96		
Approach LOS	B			A			A			B		
d_I, Intersection Delay [s/veh]	19.90											
Intersection LOS	B											
Intersection V/C	0.028											

Sequence

Ring 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Skye Canyon Park Drive and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.142

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Log Cabin Way			Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	100.00	300.00	100.00	100.00	300.00	100.00	150.00	300.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Log Cabin Way			Log Cabin Way		
Base Volume Input [veh/h]	0	0	23	0	0	0	0	47	0	8	15	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	18	0	8	0	0	0	0	26	0	16	10	0
Site-Generated Trips [veh/h]	4	0	71	0	0	0	0	101	5	60	73	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	0	102	0	0	0	0	174	5	84	98	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	26	0	0	0	0	44	1	21	25	0
Total Analysis Volume [veh/h]	22	0	102	0	0	0	0	174	5	84	98	0
Pedestrian Volume [ped/h]	2			0			0			2		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.01	0.14	0.13	0.00
d_M, Delay for Movement [s/veh]	8.18	0.00	0.00	8.49	0.00	0.00	9.83	10.38	8.96	12.07	10.31	9.91
Movement LOS	A	A	A	A	A	A	A	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.02	0.49	0.43	0.43
95th-Percentile Queue Length [ft/ln]	1.46	0.00	0.00	0.00	0.00	0.00	0.00	6.48	0.41	12.28	10.79	10.79
d_A, Approach Delay [s/veh]	1.45			2.83			10.34			11.12		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	8.36											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Skye Canyon Park Drive and O'Hare Road

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.068

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			O'Hare Road			O'Hare Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			O'Hare Road			O'Hare Road		
Base Volume Input [veh/h]	0	55	81	0	23	0	0	0	0	48	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	26	0	0	16	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	39	0	0	25	40	36	0	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	120	81	0	64	40	36	0	10	48	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	30	20	0	16	10	9	0	3	12	0	0
Total Analysis Volume [veh/h]	12	120	81	0	64	40	36	0	10	48	0	0
Pedestrian Volume [ped/h]	1			0			2			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.01	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	8.54	0.00	0.00	8.86	0.00	0.00	9.95	11.11	9.31	10.47	10.90	9.53
Movement LOS	A	A	A	A	A	A	A	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.00	0.00	0.00	0.15	0.04	0.04	0.22	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.88	0.00	0.00	0.00	0.00	0.00	3.71	0.90	0.90	5.46	0.00	0.00
d_A, Approach Delay [s/veh]	0.48			0.00			9.81			10.47		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.57											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: Skye Canyon Park Drive and Iron Mountain Road

Control Type:	Signalized	Delay (sec / veh):	21.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.186

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Iron Mountain Road			Iron Mountain Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	200.00	125.00	100.00	150.00	125.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Iron Mountain Road			Iron Mountain Road		
Base Volume Input [veh/h]	15	133	120	3	65	0	1	8	18	71	2	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	17	12	0	16	0	0	0	0	19	0	9
Site-Generated Trips [veh/h]	0	43	17	1	27	7	8	0	0	10	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	193	149	4	108	7	9	8	18	100	2	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	48	37	1	27	2	2	2	5	25	1	2
Total Analysis Volume [veh/h]	15	193	149	4	108	7	9	8	18	100	2	9
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			1			1		
Bicycle Volume [bicycles/h]	1			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	11	77	0	0	66	0	0	63	0	0	63	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	71	71	71	60	60	60	57	57	57	57	57
g / C, Green / Cycle	0.51	0.51	0.51	0.43	0.43	0.43	0.41	0.41	0.41	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.01	0.06	0.11	0.00	0.02	0.02	0.01	0.00	0.01	0.08	0.01
s, saturation flow rate [veh/h]	1202	3192	1394	930	3192	1625	1258	1676	1425	1261	1465
c, Capacity [veh/h]	668	1619	707	382	1368	697	540	683	580	543	596
d1, Uniform Delay [s]	17.18	18.10	19.04	29.22	23.41	23.43	26.37	24.72	24.92	28.29	24.79
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.15	0.68	0.05	0.08	0.16	0.06	0.03	0.10	0.75	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.12	0.21	0.01	0.06	0.06	0.02	0.01	0.03	0.18	0.02
d, Delay for Lane Group [s/veh]	17.24	18.25	19.72	29.27	23.49	23.58	26.43	24.75	25.02	29.03	24.85
Lane Group LOS	B	B	B	C	C	C	C	C	C	C	C
Critical Lane Group	No	No	Yes	No	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.26	1.71	2.85	0.09	0.76	0.81	0.20	0.17	0.38	2.38	0.23
50th-Percentile Queue Length [ft/ln]	6.45	42.66	71.24	2.36	19.06	20.31	4.95	4.20	9.59	59.39	5.82
95th-Percentile Queue Length [veh/ln]	0.46	3.07	5.13	0.17	1.37	1.46	0.36	0.30	0.69	4.28	0.42
95th-Percentile Queue Length [ft/ln]	11.61	76.78	128.24	4.25	34.32	36.56	8.91	7.56	17.27	106.91	10.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.24	18.25	19.72	29.27	23.52	23.58	26.43	24.75	25.02	29.03	24.85	24.85
Movement LOS	B	B	B	C	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	18.82			23.71			25.32			28.62		
Approach LOS	B			C			C			C		
d_I, Intersection Delay [s/veh]	21.87											
Intersection LOS	C											
Intersection V/C	0.186											

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Skye Canyon Park Drive and Brent Lane

Control Type:	Signalized	Delay (sec / veh):	27.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.189

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Brent Lane			Brent Lane		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	200.00	150.00	100.00	150.00	100.00	100.00	100.00	0.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Brent Lane			Brent Lane		
Base Volume Input [veh/h]	16	243	114	7	146	2	4	21	35	73	10	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	20	26	0	35	0	0	0	0	31	0	9
Site-Generated Trips [veh/h]	0	52	0	0	30	7	8	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	315	140	7	211	9	12	21	35	104	10	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	79	35	2	53	2	3	5	9	26	3	3
Total Analysis Volume [veh/h]	16	315	140	7	211	9	12	21	35	104	10	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			1			1			0		
Bicycle Volume [bicycles/h]	1			1			0			1		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	12	62	0	11	61	0	0	67	0	0	67	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	0.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	67	56	56	67	55	55	61	61	61	61
g / C, Green / Cycle	0.48	0.40	0.40	0.48	0.39	0.39	0.44	0.44	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.01	0.07	0.10	0.01	0.05	0.01	0.01	0.04	0.09	0.02
s, saturation flow rate [veh/h]	1131	4567	1395	1040	4567	1393	1244	1510	1208	1512
c, Capacity [veh/h]	585	1827	558	530	1794	547	565	658	534	659
d1, Uniform Delay [s]	19.29	27.07	28.01	19.26	27.05	25.97	24.38	23.15	27.60	22.63
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	0.21	1.08	0.05	0.13	0.05	0.07	0.25	0.81	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

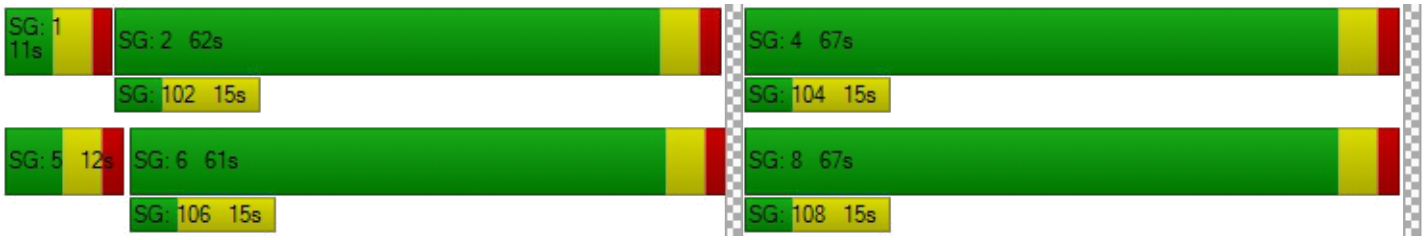
X, volume / capacity	0.03	0.17	0.25	0.01	0.12	0.02	0.02	0.09	0.19	0.03
d, Delay for Lane Group [s/veh]	19.37	27.27	29.09	19.30	27.19	26.03	24.45	23.40	28.42	22.73
Lane Group LOS	B	C	C	B	C	C	C	C	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.30	2.34	3.35	0.13	1.55	0.20	0.25	1.15	2.45	0.46
50th-Percentile Queue Length [ft/ln]	7.38	58.52	83.73	3.22	38.77	4.90	6.32	28.87	61.23	11.58
95th-Percentile Queue Length [veh/ln]	0.53	4.21	6.03	0.23	2.79	0.35	0.45	2.08	4.41	0.83
95th-Percentile Queue Length [ft/ln]	13.28	105.34	150.71	5.80	69.78	8.83	11.37	51.97	110.21	20.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.37	27.27	29.09	19.30	27.19	26.03	24.45	23.40	23.40	28.42	22.73	22.73
Movement LOS	B	C	C	B	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	27.54			26.90			23.59			27.39		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	27.06											
Intersection LOS	C											
Intersection V/C	0.189											

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Skye Canyon Park Drive and Sky Pointe/Fort Apache Road

Control Type:	Signalized	Delay (sec / veh):	38.0
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.389

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Fort Apache Road			Sky Pointe Drive		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	500.00	100.00	200.00	550.00	100.00	350.00	375.00	100.00	350.00	325.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Fort Apache Road			Sky Pointe Drive		
Base Volume Input [veh/h]	1	382	364	8	203	0	181	0	7	0	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	46	52	0	66	0	70	0	0	0	0	0
Site-Generated Trips [veh/h]	0	52	13	0	30	0	7	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	480	429	8	299	0	258	0	7	0	0	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	120	107	2	75	0	65	0	2	0	0	1
Total Analysis Volume [veh/h]	1	480	429	8	299	0	258	0	7	0	0	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	23	61	0	23	61	0	33	45	0	11	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	17	55	55	17	55	55	27	39	39	5	17	17
g / C, Green / Cycle	0.12	0.39	0.39	0.12	0.39	0.39	0.19	0.28	0.28	0.04	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.00	0.11	0.30	0.00	0.05	0.00	0.08	0.00	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	3101	4567	1425	3101	6089	1425	3101	1676	1425	3101	3192	1425
c, Capacity [veh/h]	377	1794	560	377	2392	560	598	467	397	111	388	173
d1, Uniform Delay [s]	54.05	28.83	36.92	54.17	27.14	0.00	49.74	0.00	36.61	0.00	0.00	54.15
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.37	9.66	0.10	0.11	0.00	2.26	0.00	0.08	0.00	0.00	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

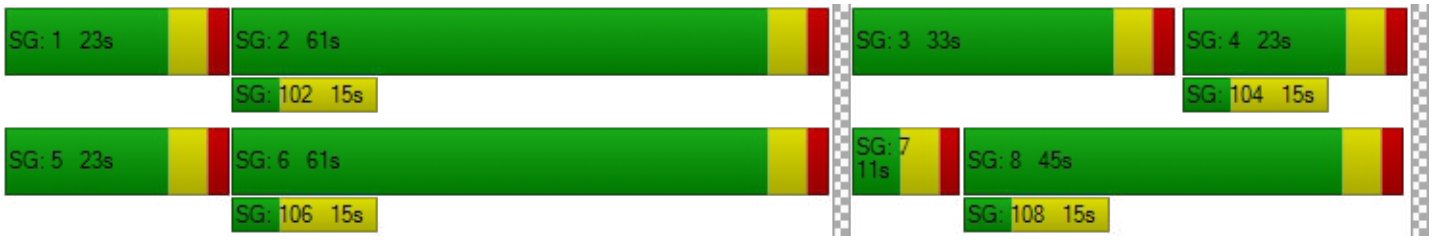
X, volume / capacity	0.00	0.27	0.77	0.02	0.12	0.00	0.43	0.00	0.02	0.00	0.00	0.02
d, Delay for Lane Group [s/veh]	54.06	29.20	46.57	54.28	27.24	0.00	52.01	0.00	36.69	0.00	0.00	54.33
Lane Group LOS	D	C	D	D	C	A	D	A	D	A	A	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.02	3.77	14.22	0.13	1.65	0.00	4.20	0.00	0.19	0.00	0.00	0.10
50th-Percentile Queue Length [ft/ln]	0.41	94.17	355.59	3.27	41.18	0.00	104.97	0.00	4.65	0.00	0.00	2.57
95th-Percentile Queue Length [veh/ln]	0.03	6.78	20.41	0.24	2.96	0.00	7.56	0.00	0.33	0.00	0.00	0.19
95th-Percentile Queue Length [ft/ln]	0.73	169.50	510.22	5.89	74.12	0.00	188.95	0.00	8.37	0.00	0.00	4.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.06	29.20	46.57	54.28	27.24	0.00	52.01	0.00	36.69	0.00	0.00	54.33
Movement LOS	D	C	D	D	C	A	D	A	D	A	A	D
d_A, Approach Delay [s/veh]	37.42			27.95			51.60			54.33		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	38.03											
Intersection LOS	D											
Intersection V/C	0.389											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Skye Canyon Park Drive and US 95 SPUI

Control Type:	Signalized	Delay (sec / veh):	53.7
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Presence of On-Street Parking										
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	0	0	0	0	0	0	0	0	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	0	0	0	0	0	0	0
Maximum Green [s]	0	0	0	0	0	0	0	0	0	0
Amber [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Rest In Walk										
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall										
Maximum Recall										
Pedestrian Recall										
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group Results

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS										
d_A, Approach Delay [s/veh]	0.00					0.00				
Approach LOS	A					A				
d_I, Intersection Delay [s/veh]	53.66									
Intersection LOS	D									
Intersection V/C	0.740									

Intersection Setup

Name	Skye Canyon Park Drive					Skye Canyon Park Drive				
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	2	0	0	0	0
Pocket Length [ft]	550.00	100.00	100.00	100.00	100.00	700.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name	Skye Canyon Park Drive					Skye Canyon Park Drive				
Base Volume Input [veh/h]	17	0	233	0	0	173	0	208	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	7	0	98	0	0	0	0	136	0	0
Site-Generated Trips [veh/h]	5	0	0	0	0	37	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	0	331	0	0	210	0	344	0	0
Peak Hour Factor	0.9200	1.0000	0.9200	1.0000	1.0000	0.9200	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	90	0	0	57	0	93	0	0
Total Analysis Volume [veh/h]	32	0	360	0	0	228	0	374	0	0
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					1				
Bicycle Volume [bicycles/h]	0					1				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	3	3	8	0	0	7	7	4	0	0
Auxiliary Signal Groups										
Lead / Lag	Lead	-	-	-	-	Lead	-	-	-	-
Minimum Green [s]	5	5	5	0	0	5	5	5	0	0
Maximum Green [s]	30	30	30	0	0	30	30	30	0	0
Amber [s]	4.0	4.0	4.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0
All red [s]	2.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0
Split [s]	20	20	26	0	0	27	27	33	0	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	0.0	3.0	3.0	3.0	0.0	0.0
Walk [s]	0	0	5	0	0	0	0	5	0	0
Pedestrian Clearance [s]	0	0	10	0	0	0	0	10	0	0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	4.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0
Minimum Recall	No		No			No		No		
Maximum Recall	No		No			No		No		
Pedestrian Recall	No		No			No		No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	14	20	21	27
g / C, Green / Cycle	0.10	0.14	0.15	0.19
(v / s)_i Volume / Saturation Flow Rate	0.01	0.08	0.07	0.08
s, saturation flow rate [veh/h]	3101	4658	3101	4658
c, Capacity [veh/h]	310	665	465	898
d1, Uniform Delay [s]	57.29	55.74	54.59	49.58
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.67	3.14	3.66	1.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.54	0.49	0.42
d, Delay for Lane Group [s/veh]	57.96	58.88	58.25	51.01
Lane Group LOS	E	E	E	D
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.55	4.15	3.95	3.98
50th-Percentile Queue Length [ft/ln]	13.70	103.84	98.73	99.55
95th-Percentile Queue Length [veh/ln]	0.99	7.48	7.11	7.17
95th-Percentile Queue Length [ft/ln]	24.66	186.90	177.71	179.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.96	0.00	58.88	0.00	0.00	58.25	0.00	51.01	0.00	0.00
Movement LOS	E		E			E		D		
d_A, Approach Delay [s/veh]	58.80					53.75				
Approach LOS	E					D				
d_I, Intersection Delay [s/veh]	53.66									
Intersection LOS	D									
Intersection V/C	0.740									

Intersection Setup

Name	US 95 NB					US 95 SB				
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name	US 95 NB					US 95 SB				
Base Volume Input [veh/h]	721	0	0	0	0	113	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	904	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	55	0	0	0	0	3	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1680	0	0	0	0	116	0	0	0	0
Peak Hour Factor	0.9200	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	457	0	0	0	0	32	0	0	0	0
Total Analysis Volume [veh/h]	1826	0	0	0	0	126	0	0	0	0
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	5	0	0	0	0	1	0	0	0	0
Auxiliary Signal Groups										
Lead / Lag	Lead	-	-	-	-	Lead	-	-	-	-
Minimum Green [s]	5	0	0	0	0	5	0	0	0	0
Maximum Green [s]	30	0	0	0	0	30	0	0	0	0
Amber [s]	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	87	0	0	0	0	87	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	5	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	10	0	0	0	0
Rest In Walk	No					No				
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No					No				
Maximum Recall	No					No				
Pedestrian Recall	No					No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L
C, Cycle Length [s]	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00
g_i, Effective Green Time [s]	81	81
g / C, Green / Cycle	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.59	0.04
s, saturation flow rate [veh/h]	3101	3099
c, Capacity [veh/h]	1794	1793
d1, Uniform Delay [s]	29.50	12.96
k, delay calibration	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00
d2, Incremental Delay [s]	25.83	0.08
d3, Initial Queue Delay [s]	0.00	0.00
Rp, platoon ratio	1.00	1.00
PF, progression factor	1.00	1.00

Lane Group Results

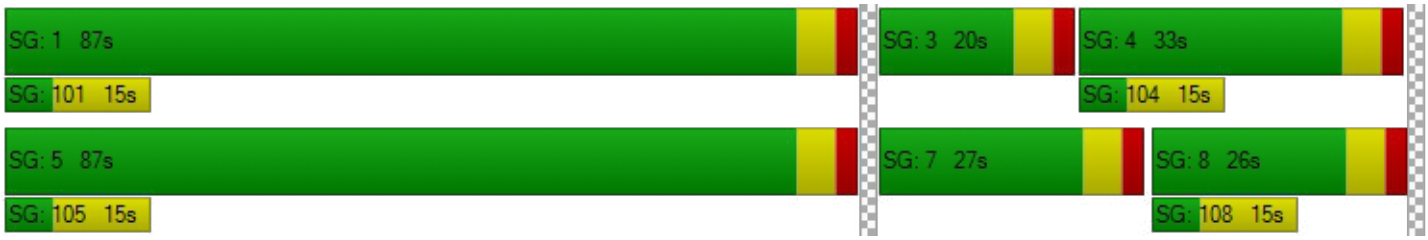
X, volume / capacity	1.02	0.07
d, Delay for Lane Group [s/veh]	55.33	13.03
Lane Group LOS	F	B
Critical Lane Group	Yes	No
50th-Percentile Queue Length [veh/ln]	35.18	0.91
50th-Percentile Queue Length [ft/ln]	879.49	22.64
95th-Percentile Queue Length [veh/ln]	45.60	1.63
95th-Percentile Queue Length [ft/ln]	1140.07	40.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.33	0.00	0.00	0.00	0.00	13.03	0.00	0.00	0.00	0.00
Movement LOS	F					B				
d_A, Approach Delay [s/veh]	55.33					13.03				
Approach LOS	E					B				
d_I, Intersection Delay [s/veh]	53.66									
Intersection LOS	D									
Intersection V/C	0.740									

Sequence

Ring 1	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Fort Apache Road and Sky Pointe Drive/Horse Drive

Control Type:	Signalized	Delay (sec / veh):	24.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.200

Intersection Setup

Name	Fort Apache Road			Horse Drive			Sky Pointe Drive			Fort Apache Road		
Approach	Northbound			Westbound			Northeastbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	350.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fort Apache Road			Horse Drive			Sky Pointe Drive			Fort Apache Road		
Base Volume Input [veh/h]	3	84	5	3	1	38	60	2	3	102	179	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	34	36	0	0	26	0	26
Site-Generated Trips [veh/h]	0	0	0	0	0	7	0	0	0	11	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	84	5	3	1	79	96	2	3	139	181	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	21	1	1	0	20	24	1	1	35	45	32
Total Analysis Volume [veh/h]	3	84	5	3	1	79	96	2	3	139	181	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			2		
Bicycle Volume [bicycles/h]	1			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	4	0	0	8	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	71	0	0	69	0	0	69	0	0	71	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	65	65	63	63	63	63	65	65	65
g / C, Green / Cycle	0.46	0.46	0.45	0.45	0.45	0.45	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.00	0.05	0.00	0.06	0.08	0.00	0.12	0.11	0.09
s, saturation flow rate [veh/h]	1078	1658	1265	1425	1180	1516	1172	1676	1425
c, Capacity [veh/h]	467	770	600	641	527	682	543	778	662
d1, Uniform Delay [s]	26.54	21.23	22.49	22.43	27.16	21.25	26.75	22.52	22.04
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	0.31	0.02	0.40	0.76	0.02	1.14	0.70	0.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.12	0.00	0.12	0.18	0.01	0.26	0.23	0.19
d, Delay for Lane Group [s/veh]	26.56	21.53	22.50	22.83	27.92	21.26	27.89	23.22	22.68
Lane Group LOS	C	C	C	C	C	C	C	C	C
Critical Lane Group	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.07	1.75	0.06	1.64	2.24	0.10	3.28	3.79	2.60
50th-Percentile Queue Length [ft/ln]	1.66	43.84	1.50	40.99	55.90	2.41	81.90	94.83	64.96
95th-Percentile Queue Length [veh/ln]	0.12	3.16	0.11	2.95	4.02	0.17	5.90	6.83	4.68
95th-Percentile Queue Length [ft/ln]	2.99	78.90	2.70	73.79	100.62	4.34	147.41	170.69	116.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.56	21.53	21.53	22.50	22.83	22.83	27.92	21.26	21.26	27.89	23.22	22.68
Movement LOS	C	C	C	C	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	21.70			22.82			27.59			24.52		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	24.40											
Intersection LOS	C											
Intersection V/C	0.200											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Horse Drive and El Capitan Way

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Base Volume Input [veh/h]	47	154	3	1	152	7	8	3	56	2	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	5	0	0	0	26	0	0	34	5
Site-Generated Trips [veh/h]	0	59	8	10	42	7	11	0	0	5	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	213	11	16	194	14	19	29	56	7	36	15
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	58	3	4	53	4	5	8	15	2	10	4
Total Analysis Volume [veh/h]	51	232	12	17	211	15	21	32	61	8	39	16
Pedestrian Volume [ped/h]	4			3			0			1		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.01	0.00	0.00	0.05	0.08	0.07	0.02	0.10	0.02
d_M, Delay for Movement [s/veh]	7.79	0.00	0.00	7.77	0.00	0.00	14.54	15.22	9.97	15.79	15.51	10.29
Movement LOS	A	A	A	A	A	A	B	C	A	C	C	B
95th-Percentile Queue Length [veh/ln]	0.12	0.06	0.00	0.04	0.02	0.00	0.17	0.52	0.52	0.48	0.48	0.48
95th-Percentile Queue Length [ft/ln]	2.97	1.48	0.00	0.98	0.49	0.00	4.16	13.03	13.03	11.99	11.99	11.99
d_A, Approach Delay [s/veh]	1.35			0.54			12.29			14.22		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.95											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 12: El Capitan Way and Grand Teton Drive

Control Type:	All-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	0.00	100.00	0.00	0.00	100.00	225.00	0.00	100.00	175.00	225.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Base Volume Input [veh/h]	21	404	60	61	306	6	2	63	69	34	56	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	25	0	0	0	0	26	0	20	36	0
Site-Generated Trips [veh/h]	0	48	0	20	27	0	0	0	0	0	0	19
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	452	85	81	333	6	2	89	69	54	92	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	113	21	20	83	2	1	22	17	14	23	24
Total Analysis Volume [veh/h]	21	452	85	81	333	6	2	89	69	54	92	95
Pedestrian Volume [ped/h]	5			1			1			1		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	543	584	653	501	536	536	595	464	495	495	544	454	484	484	533
Degree of Utilization, x	0.04	0.77	0.13	0.16	0.31	0.31	0.01	0.00	0.09	0.09	0.13	0.12	0.10	0.10	0.18

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.12	7.16	0.45	0.57	1.31	1.31	0.03	0.01	0.30	0.30	0.43	0.40	0.31	0.31	0.64
95th-Percentile Queue Length [ft]	3.01	179.06	11.16	14.33	32.87	32.87	0.76	0.32	7.38	7.38	10.82	10.06	7.84	7.84	16.08
Approach Delay [s/veh]	23.45			12.15				10.52				11.10			
Approach LOS	C			B				B				B			
Intersection Delay [s/veh]	16.35														
Intersection LOS	C														

Intersection Level Of Service Report
Intersection 13: Durango Drive and El Capitan Way/Farm Road

Control Type:	Signalized	Delay (sec / veh):	59.9
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	425.00	100.00	225.00	200.00	100.00	200.00	425.00	100.00	150.00	200.00	100.00	225.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Base Volume Input [veh/h]	412	907	285	91	533	35	488	239	66	84	204	240
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	25	83	123	0	87	0	143	0	0	0	0	20
Site-Generated Trips [veh/h]	29	128	18	0	97	0	10	19	0	0	10	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	466	1118	426	91	717	35	641	258	66	84	214	277
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	280	107	23	179	9	160	65	17	21	54	69
Total Analysis Volume [veh/h]	466	1118	426	91	717	35	641	258	66	84	214	277
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	3			8			1			7		
Bicycle Volume [bicycles/h]	3			0			0			1		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	31	51	0	14	34	0	37	60	0	15	38	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	25	45	45	8	28	28	31	54	54	9	32	32
g / C, Green / Cycle	0.18	0.32	0.32	0.06	0.20	0.20	0.22	0.39	0.39	0.06	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.15	0.24	0.30	0.03	0.16	0.02	0.21	0.08	0.05	0.03	0.07	0.20
s, saturation flow rate [veh/h]	3101	4567	1404	3101	4567	1410	3101	3192	1416	3101	3192	1401
c, Capacity [veh/h]	554	1468	451	177	913	282	687	1231	546	199	730	320
d1, Uniform Delay [s]	55.59	42.68	46.28	64.11	53.14	45.94	53.49	28.74	27.71	63.00	44.65	51.92
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.38	3.78	30.49	10.25	6.73	0.90	21.46	0.39	0.45	6.42	1.02	25.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.76	0.94	0.51	0.79	0.12	0.93	0.21	0.12	0.42	0.29	0.86
d, Delay for Lane Group [s/veh]	69.96	46.47	76.77	74.36	59.87	46.84	74.95	29.12	28.16	69.41	45.67	77.32
Lane Group LOS	E	D	E	E	E	D	E	C	C	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.07	12.11	18.20	1.84	8.57	1.08	13.11	3.01	1.52	1.62	3.21	11.62
50th-Percentile Queue Length [ft/ln]	226.85	302.84	454.93	45.89	214.29	27.09	327.85	75.35	38.07	40.60	80.33	290.53
95th-Percentile Queue Length [veh/ln]	14.01	17.82	25.19	3.30	13.37	1.95	19.05	5.43	2.74	2.92	5.78	17.21
95th-Percentile Queue Length [ft/ln]	350.36	445.53	629.83	82.61	334.33	48.77	476.32	135.63	68.52	73.08	144.60	430.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.96	46.47	76.77	74.36	59.87	46.84	74.95	29.12	28.16	69.41	45.67	77.32
Movement LOS	E	D	E	E	E	D	E	C	C	E	D	E
d_A, Approach Delay [s/veh]	58.34			60.90			59.50			64.39		
Approach LOS	E			E			E			E		
d_I, Intersection Delay [s/veh]	59.87											
Intersection LOS	E											
Intersection V/C	0.737											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Durango Drive and US 95 Northbound

Control Type:	Signalized	Delay (sec / veh):	39.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name	Durango Drive			Durango Drive			US 95 NB					
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	1	2	0	2	0	0	0
Pocket Length [ft]	400.00	100.00	100.00	100.00	100.00	225.00	0.00	100.00	0.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			US 95 NB					
Base Volume Input [veh/h]	117	1006	0	0	1263	10	688	0	586	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	231	0	0	20	230	93	0	0	0	0	0
Site-Generated Trips [veh/h]	6	1	0	0	124	0	154	0	174	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	1238	0	0	1407	240	935	0	760	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	310	0	0	352	60	234	0	190	0	0	0
Total Analysis Volume [veh/h]	123	1238	0	0	1407	240	935	0	760	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	3			6			0			0		
Bicycle Volume [bicycles/h]	1			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	0	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	29	84	0	0	55	0	0	56	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No			No			No				
Maximum Recall	No	No			No			No				
Pedestrian Recall	No	No			No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R	
C, Cycle Length [s]	140	140	140	140	140	140	140	
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
g_i, Effective Green Time [s]	23	78	49	49	50	50	50	
g / C, Green / Cycle	0.16	0.56	0.35	0.35	0.36	0.36	0.36	
(v / s)_i Volume / Saturation Flow Rate	0.04	0.27	0.31	0.17	0.20	0.20	0.30	
s, saturation flow rate [veh/h]	3101	4567	4567	1425	3093	1597	2510	
c, Capacity [veh/h]	509	2544	1598	499	1105	570	896	
d1, Uniform Delay [s]	50.91	18.83	42.74	35.56	36.23	35.95	41.50	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.12	0.67	7.29	3.30	2.09	3.74	9.80	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.24	0.49	0.88	0.48	0.56	0.55	0.85	
d, Delay for Lane Group [s/veh]	52.03	19.50	50.04	38.87	38.32	39.68	51.29	
Lane Group LOS	D	B	D	D	D	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	1.98	8.27	16.26	6.92	8.95	9.16	13.27	
50th-Percentile Queue Length [ft/ln]	49.40	206.87	406.47	173.01	223.82	228.91	331.86	
95th-Percentile Queue Length [veh/ln]	3.56	12.99	22.87	11.23	13.86	14.12	19.25	
95th-Percentile Queue Length [ft/ln]	88.92	324.81	571.79	280.86	346.50	352.98	481.24	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.03	19.50	0.00	0.00	50.04	38.87	38.77	39.68	51.29	0.00	0.00	0.00
Movement LOS	D	B			D	D	D	D	D			
d_A, Approach Delay [s/veh]	22.44			48.41			44.39			0.00		
Approach LOS	C			D			D			A		
d_I, Intersection Delay [s/veh]	39.45											
Intersection LOS	D											
Intersection V/C	0.651											

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Durango Drive and US 95 Southbound

Control Type:	Signalized	Delay (sec / veh):	30.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Durango Drive			Durango Drive						US 95 SB		
Approach	Northbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes			No			Yes			Yes	

Volumes

Name	Durango Drive			Durango Drive						US 95 SB		
Base Volume Input [veh/h]	0	1142	474	0	1503	0	0	0	0	95	3	404
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	52	94	0	113	0	0	0	0	179	0	0
Site-Generated Trips [veh/h]	0	6	108	0	154	0	0	0	0	1	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1200	676	0	1770	0	0	0	0	275	3	409
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	300	169	0	443	0	0	0	0	69	1	102
Total Analysis Volume [veh/h]	0	1200	676	0	1770	0	0	0	0	275	3	409
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	1	0	0	2	0	0	0	0	0	3	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Split [s]	0	80	0	0	80	0	0	0	0	0	60	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C		L	C	R
C, Cycle Length [s]	140	140	140		140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00		6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00		4.00	4.00	4.00
g_i, Effective Green Time [s]	74	74	74		54	54	54
g / C, Green / Cycle	0.53	0.53	0.53		0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.26	0.47	0.39		0.09	0.09	0.29
s, saturation flow rate [veh/h]	4567	1425	4567		1597	1598	1425
c, Capacity [veh/h]	2414	753	2414		616	616	550
d1, Uniform Delay [s]	21.10	29.60	25.40		28.93	28.93	37.05
k, delay calibration	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.73	15.63	2.02		0.85	0.85	8.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

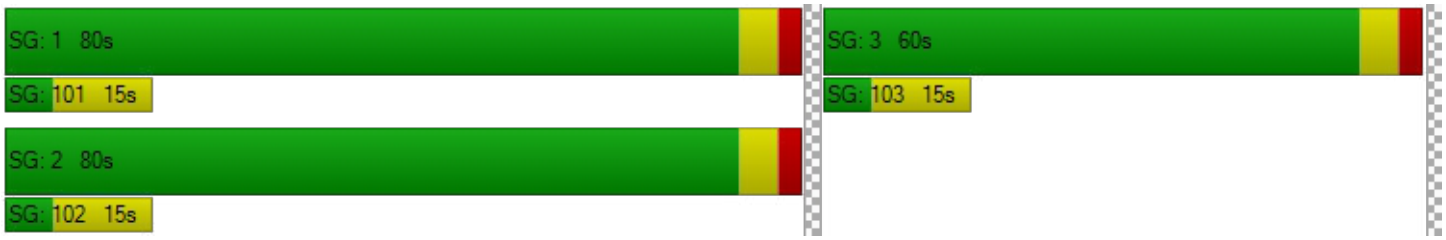
X, volume / capacity	0.50	0.90	0.73		0.23	0.23	0.74
d, Delay for Lane Group [s/veh]	21.84	45.23	27.42		29.78	29.78	45.89
Lane Group LOS	C	D	C		C	C	D
Critical Lane Group	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.55	23.14	15.33		3.34	3.34	13.40
50th-Percentile Queue Length [ft/ln]	213.66	578.48	383.36		83.55	83.61	334.99
95th-Percentile Queue Length [veh/ln]	13.34	31.03	21.76		6.02	6.02	19.40
95th-Percentile Queue Length [ft/ln]	333.52	775.70	543.91		150.38	150.50	485.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	21.84	45.23	0.00	27.42	0.00	0.00	0.00	0.00	29.78	29.78	45.89
Movement LOS		C	D		C					C	C	D
d_A, Approach Delay [s/veh]	30.26			27.42			0.00			39.37		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	30.55											
Intersection LOS	C											
Intersection V/C	0.761											

Sequence

Ring 1	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 203: El Capitan Way and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Base Volume Input [veh/h]	9	2	10	0	2	2	6	27	16	12	15	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	6	0	0	0	0	0	0	12	22	0	20	0
Site-Generated Trips [veh/h]	66	19	3	0	0	4	7	56	77	2	56	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	21	13	0	2	6	13	95	115	14	91	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	5	3	0	1	2	3	24	29	4	23	0
Total Analysis Volume [veh/h]	81	21	13	0	2	6	13	95	115	14	91	0
Pedestrian Volume [ped/h]	0			0			1			1		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.00	0.02	0.14	0.11	0.03	0.14	0.00
d_M, Delay for Movement [s/veh]	7.36	0.00	0.00	7.29	0.00	0.00	12.52	12.13	9.99	13.37	11.59	9.58
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.16	0.00	0.00	0.00	1.11	1.11	1.11	0.59	0.59	0.59
95th-Percentile Queue Length [ft/ln]	3.97	3.97	3.97	0.00	0.00	0.00	27.73	27.73	27.73	14.81	14.81	14.81
d_A, Approach Delay [s/veh]	5.18			0.00			11.05			11.83		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	9.54											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 204: Durango Drive and Log Cabin Way

Control Type:	All-way stop	Delay (sec / veh):	8.3
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.160

Intersection Setup

Name	Durango Drive		Durango Drive		Log Cabin Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Durango Drive		Durango Drive		Log Cabin Way	
Base Volume Input [veh/h]	11	166	117	17	26	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	28	0	0	28	31	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	166	117	45	57	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	42	29	11	14	5
Total Analysis Volume [veh/h]	39	166	117	45	57	21
Pedestrian Volume [ped/h]	0		1		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	712	740	733	855	761
Degree of Utilization, x	0.14	0.14	0.16	0.05	0.10

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.50	0.48	0.57	0.17	0.34
95th-Percentile Queue Length [ft]	12.53	11.99	14.14	4.16	8.53
Approach Delay [s/veh]	8.48		8.15		8.27
Approach LOS	A		A		A
Intersection Delay [s/veh]	8.32				
Intersection LOS	A				

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound				Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-T	Left	Thru	Right	
1	Kyle Canyon Road / Oso Blanca Road	Final Base	30	8	0	1	96	66	91	0	64	0	0	0	0	356
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	102	4	51	3	6	0	0	3	132	0	65	0	3	369
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**132**	**12**	**51**	**4**	**102**	**66**	**91**	**3**	**196**	**0**	**65**	**0**	**3**	**725**

ID	Intersection Name	Volume Type	Westbound	Northeastbound	Total Volume
			Thru	Thru	
2	Kyle Canyon Road / US 95 SB DDI	Final Base	0	0	0
		Growth Factor	1.00	1.00	-
		In Process	54	36	90
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	**54**	**36**	**90**

ID	Intersection Name	Volume Type	Eastbound	Southwestbound	Total Volume
			Thru	Thru	
3	Kyle Canyon Road and US 95 NB DDI	Final Base	0	0	0
		Growth Factor	1.00	1.00	-
		In Process	26	28	54
		Net New Trips	6	29	35
		Other	0	0	0
		Future Total	**32**	**57**	**89**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	Skye Canyon Park Drive and Log Cabin Way	Final Base	0	0	23	0	0	0	0	47	0	8	15	0	93
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	18	0	8	0	0	0	0	26	0	16	10	0	78
		Net New Trips	4	0	71	0	0	0	0	101	5	60	73	0	314
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**22**	**0**	**102**	**0**	**0**	**0**	**0**	**174**	**5**	**84**	**98**	**0**	**485**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Skye Canyon Park Drive and O'Hare Road	Final Base	0	55	81	0	23	0	0	0	0	48	0	0	207
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	26	0	0	16	0	0	0	0	0	0	0	42
		Net New Trips	12	39	0	0	25	40	36	0	10	0	0	0	162
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**12**	**120**	**81**	**0**	**64**	**40**	**36**	**0**	**10**	**48**	**0**	**0**	**411**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Skye Canyon Park Drive and Iron Mountain Road	Final Base	15	133	120	3	65	0	1	8	18	71	2	0	436
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	17	12	0	16	0	0	0	0	19	0	9	73
		Net New Trips	0	43	17	1	27	7	8	0	0	10	0	0	113
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**15**	**193**	**149**	**4**	**108**	**7**	**9**	**8**	**18**	**100**	**2**	**9**	**622**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Skye Canyon Park Drive and Brent Lane	Final Base	16	243	114	7	146	2	4	21	35	73	10	4	675
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	20	26	0	35	0	0	0	0	31	0	9	121
		Net New Trips	0	52	0	0	30	7	8	0	0	0	0	0	97
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**16**	**315**	**140**	**7**	**211**	**9**	**12**	**21**	**35**	**104**	**10**	**13**	**893**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	Skye Canyon Park Drive and Sky Pointe/Fort Apache Road	Final Base	1	382	364	8	203	0	181	0	7	0	0	3	1149
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	46	52	0	66	0	70	0	0	0	0	0	234
		Net New Trips	0	52	13	0	30	0	7	0	0	0	0	0	102
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**1**	**480**	**429**	**8**	**299**	**0**	**258**	**0**	**7**	**0**	**0**	**3**	**1485**

ID	Intersection Name	Volume Type	Eastbound		Westbound		Northwestbound	Southeastbound	Total Volume
			Left	Thru	Left	Thru	Left	Left	
9	Skye Canyon Park Drive and US 95 SPUI	Final Base	17	233	173	208	721	113	1465
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	7	98	0	136	904	0	1145
		Net New Trips	5	0	37	0	55	3	100
		Other	0	0	0	0	0	0	0
		Future Total	**29**	**331**	**210**	**344**	**1680**	**116**	**2710**

ID	Intersection Name	Volume Type	Northbound			Westbound			Northeastbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	Fort Apache Road and Sky Pointe Drive/Horse Drive	Final Base	3	84	5	3	1	38	60	2	3	102	179	100	580
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	34	36	0	0	26	0	26	122
		Net New Trips	0	0	0	0	0	7	0	0	0	11	2	0	20
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**3**	**84**	**5**	**3**	**1**	**79**	**96**	**2**	**3**	**139**	**181**	**126**	**722**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Horse Drive and El Capitan Way	Final Base	47	154	3	1	152	7	8	3	56	2	2	1	436
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	5	0	0	0	26	0	0	34	5	70
		Net New Trips	0	59	8	10	42	7	11	0	0	5	0	9	151
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**47**	**213**	**11**	**16**	**194**	**14**	**19**	**29**	**56**	**7**	**36**	**15**	**657**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	El Capitan Way and Grand Teton Drive	Final Base	21	404	60	61	306	6	2	63	69	34	56	76	1158
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	25	0	0	0	0	26	0	20	36	0	107
		Net New Trips	0	48	0	20	27	0	0	0	0	0	0	19	114
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**21**	**452**	**85**	**81**	**333**	**6**	**2**	**89**	**69**	**54**	**92**	**95**	**1379**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Durango Drive and El Capitan Way/Farm Road	Final Base	412	907	285	91	533	35	488	239	66	84	204	240	3584
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	25	83	123	0	87	0	143	0	0	0	0	20	481
		Net New Trips	29	128	18	0	97	0	10	19	0	0	10	17	328
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**466**	**1118**	**426**	**91**	**717**	**35**	**641**	**258**	**66**	**84**	**214**	**277**	**4393**

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Northwestbound			Total Volume
			Left	Thru	Thru	Right	Left	Thru	Right	
14	Durango Drive and US 95 Northbound	Final Base	117	1006	1263	10	688	0	586	3670
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	231	20	230	93	0	0	574
		Net New Trips	6	1	124	0	154	0	174	459
		Other	0	0	0	0	0	0	0	0
		Future Total	**123**	**1238**	**1407**	**240**	**935**	**0**	**760**	**4703**

ID	Intersection Name	Volume Type	Northbound		Southwestbound	Southeastbound			Total Volume
			Thru	Right	Thru	Left	Thru	Right	
15	Durango Drive and US 95 Southbound	Final Base	1142	474	1503	95	3	404	3621
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	52	94	113	179	0	0	438
		Net New Trips	6	108	154	1	0	5	274
		Other	0	0	0	0	0	0	0
		Future Total	**1200**	**676**	**1770**	**275**	**3**	**409**	**4333**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
203	El Capitan Way and Log Cabin Way	Final Base	9	2	10	0	2	2	6	27	16	12	15	0	101
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	6	0	0	0	0	0	0	12	22	0	20	0	60
		Net New Trips	66	19	3	0	0	4	7	56	77	2	56	0	290
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**81**	**21**	**13**	**0**	**2**	**6**	**13**	**95**	**115**	**14**	**91**	**0**	**451**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
204	Durango Drive and Log Cabin Way	Final Base	11	166	117	17	26	5	342
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	28	0	0	28	31	16	103
		Other	0	0	0	0	0	0	0
		Future Total	**39**	**166**	**117**	**45**	**57**	**21**	**445**

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Fair Share Volumes

Intersection 1: Kyle Canyon Road / Oso Blanca Road														
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound				Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-T	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	132	12	51	4	102	66	91	3	196	0	65	0	3	

Intersection 2: Kyle Canyon Road / US 95 SB DDI			
Zone ID: Name	Westbound	Northeastbound	Total
	Thru	Thru	
1: Regional Park and Single Family	0	0	0
2: Single Family	0	0	0
3: Single Family	0	0	0
4: Single Family	0	0	0
5: Single Family	0	0	0
6: Zone	0	0	0
7: Single Family	0	0	0
8: Single Family	0	0	0
9: Single Family	0	0	0
10: Single Family	0	0	0
11: Single Family	0	0	0
12: Single Family	0	0	0
13: Apartment	0	0	0
14: Single Family	0	0	0
41: Commercial	0	0	0
42: Single Family	0	0	0
45: Commercial	0	0	0
47: Commercial	0	0	0
48: Office	0	0	0
49: Apartment	0	0	0
50: Commercial	0	0	0
51: Commercial	0	0	0
86: High School	0	0	0
99: Elementary School	0	0	0
Site-Generated Trips	0	0	
Future Total Volume	54	36	

Intersection 3: Kyle Canyon Road and US 95 NB DDI			
Zone ID: Name	Eastbound	Southwestbound	Total
	Thru	Thru	
1: Regional Park and Single Family	3	22	25
2: Single Family	1	7	8
3: Single Family	1	0	1
4: Single Family	1	0	1
5: Single Family	0	0	0
6: Zone	0	0	0
7: Single Family	0	0	0
8: Single Family	0	0	0
9: Single Family	0	0	0
10: Single Family	0	0	0
11: Single Family	0	0	0
12: Single Family	0	0	0
13: Apartment	0	0	0
14: Single Family	0	0	0
41: Commercial	0	0	0
42: Single Family	0	0	0
45: Commercial	0	0	0
47: Commercial	0	0	0
48: Office	0	0	0
49: Apartment	0	0	0
50: Commercial	0	0	0
51: Commercial	0	0	0
86: High School	0	0	0
99: Elementary School	0	0	0
Site-Generated Trips	6	29	
Future Total Volume	32	57	

Intersection 4: Skye Canyon Park Drive and Log Cabin Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	29	0	0	0	0	42	0	17	24	0	112
2: Single Family	0	0	6	0	0	0	0	13	0	3	8	0	30
3: Single Family	0	0	0	0	0	0	0	1	0	0	1	0	2
4: Single Family	0	0	0	0	0	0	0	0	1	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	36	0	0	0	0	45	0	40	40	0	161
99: Elementary School	4	0	0	0	0	0	0	0	4	0	0	0	8
Site-Generated Trips	4	0	71	0	0	0	0	101	5	60	73	0	
Future Total Volume	22	0	102	0	0	0	0	174	5	84	98	0	

Intersection 5: Skye Canyon Park Drive and O'Hare Road													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	29	0	0	17	0	0	0	0	0	0	0	46
2: Single Family	0	6	0	0	3	0	0	0	0	0	0	0	9
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	1	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	40	36	0	0	0	0	0	76
99: Elementary School	12	4	0	0	4	0	0	0	10	0	0	0	30
Site-Generated Trips	12	39	0	0	25	40	36	0	10	0	0	0	
Future Total Volume	12	120	81	0	64	40	36	0	10	48	0	0	

Intersection 6: Skye Canyon Park Drive and Iron Mountain Road													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	29	0	0	17	0	0	0	0	0	0	0	46
2: Single Family	0	6	0	0	3	0	0	0	0	0	0	0	9
3: Single Family	0	0	17	0	0	0	0	0	0	10	0	0	26
4: Single Family	0	0	1	1	0	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	8	0	0	7	7	8	0	0	0	0	0	30
Site-Generated Trips	0	43	17	1	27	7	8	0	0	10	0	0	
Future Total Volume	15	193	149	4	108	7	9	8	18	100	2	9	

Intersection 7: Skye Canyon Park Drive and Brent Lane													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	29	0	0	17	0	0	0	0	0	0	0	46
2: Single Family	0	6	0	0	3	0	0	0	0	0	0	0	9
3: Single Family	0	17	0	0	10	0	0	0	0	0	0	0	26
4: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	7	8	0	0	0	0	0	15
Site-Generated Trips	0	52	0	0	30	7	8	0	0	0	0	0	
Future Total Volume	16	315	140	7	211	9	12	21	35	104	10	13	

Intersection 8: Skye Canyon Park Drive and Sky Pointe/Fort Apache Road													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	29	0	0	17	0	0	0	0	0	0	0	46
2: Single Family	0	6	0	0	3	0	0	0	0	0	0	0	9
3: Single Family	0	17	0	0	10	0	0	0	0	0	0	0	26
4: Single Family	0	1	11	0	0	0	7	0	0	0	0	0	19
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	1	0	0	0	0	0	0	0	0	0	1
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	1	0	0	0	0	0	0	0	0	0	1
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	52	13	0	30	0	7	0	0	0	0	0	
Future Total Volume	1	480	429	8	299	0	258	0	7	0	0	3	

Intersection 9: Skye Canyon Park Drive and US 95 SPUI							
Zone ID: Name	Eastbound		Westbound		Northwestbound	Southeastbound	Total
	Left	Thru	Left	Thru	Left	Left	
1: Regional Park and Single Family	0	0	17	0	0	0	17
2: Single Family	0	0	3	0	0	0	3
3: Single Family	0	0	10	0	0	0	10
4: Single Family	0	0	7	0	0	1	8
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	1	1
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	1	1
10: Single Family	0	0	0	0	0	0	0
11: Single Family	2	0	0	0	18	0	20
12: Single Family	2	0	0	0	26	0	28
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	1	0	0	0	12	0	13
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0
Site-Generated Trips	5	0	37	0	55	3	
Future Total Volume	29	331	210	344	1680	116	

Intersection 10: Fort Apache Road and Sky Pointe Drive/Horse Drive													
Zone ID: Name	Northbound			Westbound			Northeastbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	7	0	0	0	11	0	0	19
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	7	0	0	0	11	2	0	
Future Total Volume	3	84	5	3	1	79	96	2	3	139	181	126	

Intersection 11: Horse Drive and El Capitan Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	10	0	0	6	0	0	0	0	0	0	0	15
2: Single Family	0	3	0	0	2	0	0	0	0	0	0	0	5
3: Single Family	0	8	0	0	5	0	0	0	0	0	0	0	13
4: Single Family	0	0	8	0	0	7	11	0	0	5	0	0	31
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	38	0	10	30	0	0	0	0	0	0	9	87
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	59	8	10	42	7	11	0	0	5	0	9	
Future Total Volume	47	213	11	16	194	14	19	29	56	7	36	15	

Intersection 12: El Capitan Way and Grand Teton Drive													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	10	0	0	6	0	0	0	0	0	0	0	15
2: Single Family	0	3	0	0	2	0	0	0	0	0	0	0	5
3: Single Family	0	8	0	0	5	0	0	0	0	0	0	0	13
4: Single Family	0	8	0	0	5	0	0	0	0	0	0	0	12
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	19	0	20	10	0	0	0	0	0	0	19	68
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	48	0	20	27	0	0	0	0	0	0	19	
Future Total Volume	21	452	85	81	333	6	2	89	69	54	92	95	

Intersection 13: Durango Drive and El Capitan Way/Farm Road													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	10	19	0	0	11	0	0	0	0	0	0	6	46
2: Single Family	3	9	0	0	5	0	0	0	0	0	0	2	19
3: Single Family	8	17	0	0	10	0	0	0	0	0	0	5	40
4: Single Family	8	0	0	0	0	0	0	0	0	0	0	5	12
5: Single Family	0	3	0	0	1	0	0	0	0	0	0	0	4
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	19	0	0	12	0	0	0	0	0	0	0	31
8: Single Family	0	1	0	0	1	0	0	0	0	0	0	0	2
9: Single Family	0	17	0	0	11	0	0	0	0	0	0	0	28
10: Single Family	0	0	18	0	0	0	10	0	0	0	0	0	28
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	17	0	0	19	0	0	0	0	0	0	0	36
42: Single Family	0	2	0	0	1	0	0	0	0	0	0	0	3
45: Commercial	0	24	0	0	26	0	0	0	0	0	0	0	50
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	19	0	0	10	0	29
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	29	128	18	0	97	0	10	19	0	0	10	17	
Future Total Volume	466	1118	426	91	717	35	641	258	66	84	214	277	

Intersection 14: Durango Drive and US 95 Northbound								
Zone ID: Name	Northeastbound		Southwestbound		Northwestbound			Total
	Left	Thru	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	17	0	0	0	29	46
2: Single Family	0	0	7	0	0	0	12	19
3: Single Family	0	0	14	0	0	0	25	40
4: Single Family	0	0	5	0	0	0	8	12
5: Single Family	0	0	1	0	0	0	3	4
6: Zone	0	0	0	0	0	0	0	0
7: Single Family	0	0	12	0	0	0	19	31
8: Single Family	0	0	1	0	0	0	1	2
9: Single Family	0	0	11	0	0	0	17	28
10: Single Family	0	1	10	0	0	0	17	28
11: Single Family	0	0	0	0	53	0	0	53
12: Single Family	0	0	0	0	26	0	0	26
13: Apartment	1	0	0	0	14	0	0	15
14: Single Family	1	0	0	0	13	0	0	14
41: Commercial	0	0	19	0	0	0	17	36
42: Single Family	0	0	1	0	0	0	2	3
45: Commercial	0	0	26	0	0	0	24	50
47: Commercial	0	0	0	0	12	0	0	12
48: Office	1	0	0	0	0	0	0	1
49: Apartment	1	0	0	0	14	0	0	15
50: Commercial	1	0	0	0	11	0	0	12
51: Commercial	1	0	0	0	11	0	0	12
86: High School	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0
Site-Generated Trips	6	1	124	0	154	0	174	
Future Total Volume	123	1238	1407	240	935	0	760	

Intersection 15: Durango Drive and US 95 Southbound							
Zone ID: Name	Northbound		Southwestbound	Southeastbound			Total
	Thru	Right	Thru	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	1	0	0	1
11: Single Family	0	31	53	0	0	0	84
12: Single Family	0	15	26	0	0	0	41
13: Apartment	1	9	14	0	0	1	25
14: Single Family	1	7	13	0	0	1	22
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	13	12	0	0	0	25
48: Office	1	0	0	0	0	0	1
49: Apartment	1	9	14	0	0	1	25
50: Commercial	1	12	11	0	0	1	25
51: Commercial	1	12	11	0	0	1	25
86: High School	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0
Site-Generated Trips	6	108	154	1	0	5	
Future Total Volume	1200	676	1770	275	3	409	

Intersection 203: El Capitan Way and Log Cabin Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	10	0	0	0	0	0	0	11	6	0	19	0	46
2: Single Family	0	0	3	0	0	4	7	13	0	2	7	0	35
3: Single Family	0	0	0	0	0	0	0	1	0	0	1	0	2
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	56	19	0	0	0	0	0	31	71	0	28	0	205
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	66	19	3	0	0	4	7	56	77	2	56	0	
Future Total Volume	81	21	13	0	2	6	13	95	115	14	91	0	

Intersection 204: Durango Drive and Log Cabin Way							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Regional Park and Single Family	19	0	0	0	0	11	31
2: Single Family	9	0	0	0	0	5	14
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	28	31	0	59
99: Elementary School	0	0	0	0	0	0	0
Site-Generated Trips	28	0	0	28	31	16	
Future Total Volume	39	166	117	45	57	21	

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 7 PM Background_181206
Report File: J:\...\4_181206_PM Background.pdf
1/6/2019

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Regional Park and Single Family		210	Dwelling Units	0.990	160.000	63.00	37.00	100	58	158	9.13
2: Single Family		210	Dwelling Units	0.990	49.000	63.00	37.00	31	18	49	2.83
3: Single Family		210	Dwelling Units	0.990	69.000	63.00	37.00	43	25	68	3.93
4: Single Family		210	Dwelling Units	0.990	32.000	63.00	37.00	20	12	32	1.85
5: Single Family		210	Dwelling Units	0.990	4.000	63.00	37.00	3	1	4	0.23
6: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
7: Single Family		210	Dwelling Units	0.990	40.000	63.00	37.00	25	15	40	2.31
8: Single Family		210	Dwelling Units	0.990	2.000	63.00	37.00	1	1	2	0.12
9: Single Family		210	Dwelling Units	0.990	37.000	63.00	37.00	23	14	37	2.14
10: Single Family		210	Dwelling Units	0.990	36.000	63.00	37.00	23	13	36	2.08
11: Single Family		210	Dwelling Units	0.990	195.000	63.00	37.00	122	71	193	11.15
12: Single Family		210	Dwelling Units	0.990	143.000	63.00	37.00	89	53	142	8.20
13: Apartment		221	Dwelling Units	0.440	150.000	61.00	39.00	40	26	66	3.81
14: Single Family		210	Dwelling Units	0.990	59.000	63.00	37.00	37	21	58	3.35
41: Commercial		820	1000 Square Feet	3.810	10.000	48.00	52.00	18	20	38	2.20
42: Single Family		210	Dwelling Units	0.990	3.000	63.00	37.00	2	1	3	0.17
45: Commercial		820	1000 Square Feet	3.810	17.500	48.00	52.00	32	35	67	3.87
47: Commercial		820	1000 Square Feet	3.810	22.000	48.00	52.00	40	44	84	4.85
48: Office		710	1000 Square Feet	1.150	30.000	16.00	84.00	5	29	35	2.02
49: Apartment		221	Dwelling Units	0.440	150.000	61.00	39.00	40	26	66	3.81
50: Commercial		820	1000 Square Feet	3.810	17.000	48.00	52.00	31	34	65	3.76
51: Commercial		820	1000 Square Feet	3.810	17.000	48.00	52.00	31	34	65	3.76
86: High School		530	Students	0.140	2,800.000	48.00	52.00	188	204	392	22.65

99: Elementary School		520	Students	0.170	182.000	48.00	52.00	15	16	31	1.79
					Added Trips Total			**959**	**771**	**1731**	**100.00**

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 7 PM Background_181206
Report File: J:\...\4_181206_PM Background.pdf
1/6/2019

Trip Distribution summary

Zone / Gate	Zone 1: Regional Park and Single Family			
	To Regional Park and Single Family:		From Regional Park and Single Family:	
	Share %	Trips	Share %	Trips
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	3	0.00	0
39: Gate	0.00	0	97.00	56
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	2
55: Gate	97.00	97	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0

Zone / Gate	Zone 2: Single Family			
	To Single Family:		From Single Family:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	97.00	17
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	97.00	30	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0

58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**100**	**100.00**	**58**

58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**18**

	Zone 3: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0

	Zone 4: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0

80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0	96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0	100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0	101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	3.00	1	38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	97.00	24	39: Gate	0.00	0	97.00	12
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1	53: Gate	0.00	0	3.00	0
55: Gate	97.00	42	0.00	0	55: Gate	97.00	19	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0	94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0	95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0	103: Gate	0.00	0	0.00	0
Total	**100.00**	**43**	**103.00**	**26**	**Total**	**100.00**	**20**	**100.00**	**12**

	Zone 5: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

	Zone 6: Zone			
	To Zone:		From Zone:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

6: Zone	0.00	0	0.00	0	5: Single Family	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0	7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0	8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0	9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0	10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0	11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0	12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0	77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0	96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0	100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0	101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0	38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	1	39: Gate	0.00	0	97.00	0
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0	53: Gate	0.00	0	3.00	0
55: Gate	97.00	3	0.00	0	55: Gate	97.00	0	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0

75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**3**	**100.00**	**1**

75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**0**	**100.00**	**0**

	Zone 7: Single Family			
	To Single Family:		**From Single Family:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	74.00	12
44: Gate	23.00	6	23.00	3
46: Gate	0.00	0	0.00	0

	Zone 8: Single Family			
	To Single Family:		**From Single Family:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	77.00	1
44: Gate	23.00	0	23.00	0
46: Gate	0.00	0	0.00	0

53: Gate	0.00	0	3.00	0
55: Gate	74.00	19	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**26**	**100.00**	**15**

53: Gate	0.00	0	0.00	0
55: Gate	77.00	1	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**1**	**100.00**	**1**

	Zone 9: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0

	Zone 10: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0

76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	74.00	11
44: Gate	23.00	5	23.00	3
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	74.00	17	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**23**	**100.00**	**14**

76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	74.00	10
44: Gate	23.00	5	23.00	3
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	74.00	17	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**23**	**100.00**	**13**

	Zone 11: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips

	Zone 12: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips

1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	4	0.00	0
39: Gate	0.00	0	58.00	41
44: Gate	0.00	0	0.00	0
46: Gate	39.00	48	39.00	28
53: Gate	0.00	0	3.00	2
55: Gate	58.00	71	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0

1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	3	0.00	0
39: Gate	0.00	0	58.00	30
44: Gate	0.00	0	0.00	0
46: Gate	39.00	35	39.00	21
53: Gate	0.00	0	3.00	2
55: Gate	58.00	52	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0

70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**123**	**100.00**	**71**

70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**90**	**100.00**	**53**

	Zone 13: Apartment			
	To Apartment:		From Apartment:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0

	Zone 14: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0

101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	9
44: Gate	23.00	9	23.00	6
46: Gate	39.00	16	39.00	10
53: Gate	0.00	0	3.00	1
55: Gate	35.00	14	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**40**	**100.00**	**26**

101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	7
44: Gate	23.00	9	23.00	5
46: Gate	39.00	14	39.00	8
53: Gate	0.00	0	3.00	1
55: Gate	35.00	13	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**37**	**100.00**	**21**

	Zone 41: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0

	Zone 42: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0

47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0	77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0	96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0	100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0	101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0	38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	97.00	19	39: Gate	0.00	0	77.00	1
44: Gate	0.00	0	0.00	0	44: Gate	23.00	0	23.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1	53: Gate	0.00	0	0.00	0
55: Gate	97.00	17	0.00	0	55: Gate	77.00	2	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0	94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0	95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0	103: Gate	0.00	0	0.00	0
Total	**100.00**	**18**	**100.00**	**20**	**Total**	**100.00**	**2**	**100.00**	**1**

Zone / Gate	Zone 45: Commercial			
	To Commercial:		From Commercial:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	74.00	26
44: Gate	23.00	7	23.00	8
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	74.00	24	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0

Zone / Gate	Zone 47: Commercial			
	To Commercial:		From Commercial:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	58.00	26
44: Gate	0.00	0	0.00	0
46: Gate	39.00	16	39.00	17
53: Gate	0.00	0	3.00	1
55: Gate	58.00	23	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0

66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**32**	**100.00**	**35**

66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**40**	**100.00**	**44**

	Zone 48: Office			
	To Office:		From Office:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0

	Zone 49: Apartment			
	To Apartment:		From Apartment:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0

97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	10
44: Gate	23.00	1	23.00	7
46: Gate	39.00	2	39.00	11
53: Gate	0.00	0	3.00	1
55: Gate	35.00	2	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**5**	**100.00**	**29**

97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	9
44: Gate	23.00	9	23.00	6
46: Gate	39.00	16	39.00	10
53: Gate	0.00	0	3.00	1
55: Gate	35.00	14	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**40**	**100.00**	**26**

	Zone 50: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0

	Zone 51: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0

13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0	77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0	96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0	100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0	101: Zone	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0	38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	12	39: Gate	0.00	0	35.00	12
44: Gate	23.00	7	23.00	8	44: Gate	23.00	7	23.00	8
46: Gate	39.00	12	39.00	13	46: Gate	39.00	12	39.00	13
53: Gate	0.00	0	3.00	1	53: Gate	0.00	0	3.00	1
55: Gate	35.00	11	0.00	0	55: Gate	35.00	11	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0

94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**34**

94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**34**

	Zone 86: High School			
	To High School:		From High School:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	0.00	0
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	0.00	0
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0

	Zone 99: Elementary School			
	To Elementary School:		From Elementary School:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Private School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
100: Zone	0.00	0	0.00	0
101: Zone	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	0.00	0
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	0.00	0
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0

62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	5.00	10
67: Gate	10.00	19	0.00	0
68: Gate	0.00	0	10.00	20
69: Gate	10.00	19	0.00	0
70: Gate	0.00	0	5.00	10
71: Gate	5.00	9	0.00	0
72: Gate	0.00	0	15.00	31
73: Gate	15.00	28	0.00	0
74: Gate	0.00	0	15.00	31
75: Gate	15.00	28	0.00	0
87: Gate	5.00	9	5.00	10
88: Gate	5.00	9	5.00	10
89: Gate	0.00	0	0.00	0
90: Gate	5.00	9	5.00	10
91: Gate	5.00	9	5.00	10
92: Gate	5.00	9	5.00	10
93: Gate	5.00	9	5.00	10
94: Gate	5.00	9	5.00	10
95: Gate	5.00	9	5.00	10
103: Gate	5.00	9	0.00	0
Total	**100.00**	**184**	**90.00**	**182**

61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	15.00	2	15.00	2
88: Gate	15.00	2	15.00	2
89: Gate	0.00	0	0.00	0
90: Gate	15.00	2	15.00	2
91: Gate	5.00	1	5.00	1
92: Gate	15.00	2	15.00	2
93: Gate	15.00	2	15.00	2
94: Gate	5.00	1	5.00	1
95: Gate	15.00	2	15.00	4
103: Gate	0.00	0	0.00	0
Total	**100.00**	**14**	**100.00**	**16**

Intersection Level Of Service Report
Intersection 1: Kyle Canyon Road / Oso Blanca Road

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.313

Intersection Setup

Name	Oso Blanca Road			Oso Blanca Road			Kyle Canyon Road			Kyle Canyon Road			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			No			

Volumes

Name	Oso Blanca Road			Oso Blanca Road			Kyle Canyon Road			Kyle Canyon Road			
Base Volume Input [veh/h]	28	12	4	5	31	92	35	0	28	0	0	1	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	105	1	54	0	2	0	0	1	58	0	27	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	43	0	1	0	121	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	13	58	5	33	92	35	44	86	1	27	122	1
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.920	0.920	0.920	0.920
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	36	4	16	1	9	25	10	12	23	0	7	33	0
Total Analysis Volume [veh/h]	145	14	63	5	36	100	38	48	93	1	29	133	1
Pedestrian Volume [ped/h]	3			2			2			0			

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.31	0.03	0.07	0.01	0.07	0.11	0.03	0.00	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	16.68	15.68	9.00	13.13	13.35	10.12	7.56	0.00	0.00	9.17	7.57	0.00	0.00
Movement LOS	C	C	A	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.49	1.49	0.21	0.70	0.70	0.70	0.08	0.00	0.00	0.07	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	37.15	37.15	5.24	17.62	17.62	17.62	2.02	0.00	0.00	1.64	1.64	0.00	0.00
d_A, Approach Delay [s/veh]	14.44			11.05			1.60			1.39			
Approach LOS	B			B			A			A			
d_I, Intersection Delay [s/veh]	7.48												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 2: Kyle Canyon Road / US 95 SB DDI

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name				Kyle Canyon Road			Kyle Canyon Road					
Approach	Eastbound			Westbound			Northeastbound			Southwestbound		
Lane Configuration												
Turning Movement	Thru	Thru	Right	Thru	Thru	Right	Left	Thru	Thru	Left	Thru	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name				Kyle Canyon Road			Kyle Canyon Road					
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	23	0	0	0	0	27	0	0	0
Site-Generated Trips [veh/h]	0	0	0	122	0	0	0	0	44	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	145	0	0	0	0	71	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	39	0	0	0	0	19	0	0	0
Total Analysis Volume [veh/h]	0	0	0	158	0	0	0	0	77	0	0	0
Presence of On-Street Parking				No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	0	1	0	0	0	0	2	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	5	0	0	0	0	5	0	0	0
Maximum Green [s]	0	0	0	30	0	0	0	0	30	0	0	0
Amber [s]	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
All red [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
Split [s]	0	0	0	70	0	0	0	0	70	0	0	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0
Walk [s]	0	0	0	5	0	0	0	0	5	0	0	0
Pedestrian Clearance [s]	0	0	0	10	0	0	0	0	10	0	0	0
Rest In Walk				No					No			
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
Minimum Recall				No					No			
Maximum Recall				No					No			
Pedestrian Recall				No					No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		C	C	
C, Cycle Length [s]		140	140	
L, Total Lost Time per Cycle [s]		6.00	6.00	
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	
l2, Clearance Lost Time [s]		4.00	4.00	
g_i, Effective Green Time [s]		64	64	
g / C, Green / Cycle		0.46	0.46	
(v / s)_i Volume / Saturation Flow Rate		0.05	0.02	
s, saturation flow rate [veh/h]		3192	3192	
c, Capacity [veh/h]		1459	1459	
d1, Uniform Delay [s]		21.70	21.14	
k, delay calibration		0.50	0.50	
I, Upstream Filtering Factor		1.00	1.00	
d2, Incremental Delay [s]		0.15	0.07	
d3, Initial Queue Delay [s]		0.00	0.00	
Rp, platoon ratio		1.00	1.00	
PF, progression factor		1.00	1.00	

Lane Group Results

X, volume / capacity		0.11	0.05	
d, Delay for Lane Group [s/veh]		21.85	21.21	
Lane Group LOS		C	C	
Critical Lane Group		Yes	Yes	
50th-Percentile Queue Length [veh/ln]		1.55	0.73	
50th-Percentile Queue Length [ft/ln]		38.63	18.33	
95th-Percentile Queue Length [veh/ln]		2.78	1.32	
95th-Percentile Queue Length [ft/ln]		69.54	32.99	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	21.85	0.00	0.00	0.00	0.00	21.21	0.00	0.00	0.00
Movement LOS				C					C			
d_A, Approach Delay [s/veh]	0.00			21.85			21.21			0.00		
Approach LOS	A			C			C			A		
d_I, Intersection Delay [s/veh]	21.64											
Intersection LOS	C											
Intersection V/C	0.074											

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Kyle Canyon Road and US 95 NB DDI

Control Type:	Signalized	Delay (sec / veh):	27.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.265

Intersection Setup

Name	Kyle Canyon Road									Kyle Canyon Road		
Approach	Eastbound			Westbound			Northeastbound			Southwestbound		
Lane Configuration												
Turning Movement	Thru	Thru	Right	Thru	Thru	Right	Left	Thru	Thru	Left	Thru	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Kyle Canyon Road									Kyle Canyon Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	14	0	0	0	0	0	0	0	0	0	18	0
Site-Generated Trips [veh/h]	57	0	0	0	0	0	0	0	0	0	689	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	0	0	0	0	0	0	0	0	0	707	0
Peak Hour Factor	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	0	0	0	0	0	0	0	0	192	0
Total Analysis Volume [veh/h]	77	0	0	0	0	0	0	0	0	0	768	0
Presence of On-Street Parking	No		No							No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	8	0	0	0	0	0	0	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0	0	0	5	0
Maximum Green [s]	30	0	0	0	0	0	0	0	0	0	30	0
Amber [s]	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
All red [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Split [s]	70	0	0	0	0	0	0	0	0	0	70	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	5	0	0	0	0	0	0	0	0	0	5	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0	0	0	10	0
Rest In Walk	No										No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
Minimum Recall	No										No	
Maximum Recall	No										No	
Pedestrian Recall	No										No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C			C
C, Cycle Length [s]	140			140
L, Total Lost Time per Cycle [s]	6.00			6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00			0.00
l2, Clearance Lost Time [s]	4.00			4.00
g_i, Effective Green Time [s]	64			64
g / C, Green / Cycle	0.46			0.46
(v / s)_i Volume / Saturation Flow Rate	0.02			0.24
s, saturation flow rate [veh/h]	3192			3192
c, Capacity [veh/h]	1459			1459
d1, Uniform Delay [s]	21.14			27.16
k, delay calibration	0.50			0.50
I, Upstream Filtering Factor	1.00			1.00
d2, Incremental Delay [s]	0.07			1.36
d3, Initial Queue Delay [s]	0.00			0.00
Rp, platoon ratio	1.00			1.00
PF, progression factor	1.00			1.00

Lane Group Results

X, volume / capacity	0.05			0.53
d, Delay for Lane Group [s/veh]	21.21			28.53
Lane Group LOS	C			C
Critical Lane Group	Yes			Yes
50th-Percentile Queue Length [veh/ln]	0.73			9.49
50th-Percentile Queue Length [ft/ln]	18.33			237.32
95th-Percentile Queue Length [veh/ln]	1.32			14.55
95th-Percentile Queue Length [ft/ln]	32.99			363.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.53	0.00
Movement LOS	C										C	
d_A, Approach Delay [s/veh]	21.21			0.00			0.00			28.53		
Approach LOS	C			A			A			C		
d_I, Intersection Delay [s/veh]	27.86											
Intersection LOS	C											
Intersection V/C	0.265											

Sequence

Ring 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Skye Canyon Park Drive and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	47.3
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Log Cabin Way			Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	100.00	300.00	100.00	100.00	300.00	100.00	150.00	300.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Log Cabin Way			Log Cabin Way		
Base Volume Input [veh/h]	0	0	4	0	0	0	0	8	0	17	35	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	12	0	12	0	0	0	0	14	0	4	6	0
Site-Generated Trips [veh/h]	49	0	207	0	0	0	0	273	89	129	175	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	0	223	0	0	0	0	295	89	150	216	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	0	61	0	0	0	0	80	24	41	59	0
Total Analysis Volume [veh/h]	66	0	242	0	0	0	0	321	97	163	235	0
Pedestrian Volume [ped/h]	5			4			3			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.11	0.68	0.39	0.00
d_M, Delay for Movement [s/veh]	8.33	0.00	0.00	9.03	0.00	0.00	12.95	13.71	9.48	47.26	14.61	13.40
Movement LOS	A	A	A	A	A	A	B	B	A	E	B	B
95th-Percentile Queue Length [veh/ln]	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.36	4.40	1.82	1.82
95th-Percentile Queue Length [ft/ln]	4.57	0.00	0.00	0.00	0.00	0.00	0.00	19.15	9.02	110.03	45.51	45.51
d_A, Approach Delay [s/veh]	1.79			3.01			12.73			27.98		
Approach LOS	A			A			B			D		
d_I, Intersection Delay [s/veh]	15.13											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 5: Skye Canyon Park Drive and O'Hare Road

Control Type:	Two-way stop	Delay (sec / veh):	147.3
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.866

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			O'Hare Road			O'Hare Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			O'Hare Road			O'Hare Road		
Base Volume Input [veh/h]	0	17	39	0	37	0	0	0	0	69	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	24	0	0	4	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	198	60	0	0	122	96	196	0	498	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	101	39	0	163	96	196	0	498	69	0	1
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	27	11	0	44	26	53	0	135	19	0	0
Total Analysis Volume [veh/h]	215	110	42	0	177	104	213	0	541	75	0	1
Pedestrian Volume [ped/h]	7			14			0			8		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.73	0.87	0.00	0.00
d_M, Delay for Movement [s/veh]	10.60	0.00	0.00	8.72	0.00	0.00	42.85	32.92	22.12	147.33	21.36	9.62
Movement LOS	B	A	A	A	A	A	E	D	C	F	C	A
95th-Percentile Queue Length [veh/ln]	0.99	0.00	0.00	0.00	0.00	0.00	5.13	6.54	6.54	4.63	0.00	0.00
95th-Percentile Queue Length [ft/ln]	24.81	0.00	0.00	0.00	0.00	0.00	128.20	163.41	163.41	115.73	0.10	0.10
d_A, Approach Delay [s/veh]	6.21			0.00			27.97			145.52		
Approach LOS	A			A			D			F		
d_I, Intersection Delay [s/veh]	23.30											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: Skye Canyon Park Drive and Iron Mountain Road

Control Type:	Signalized	Delay (sec / veh):	26.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.328

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Iron Mountain Road			Iron Mountain Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	125.00	100.00	150.00	125.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Iron Mountain Road			Iron Mountain Road		
Base Volume Input [veh/h]	165	44	39	0	88	17	7	37	105	83	68	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	18	15	0	4	0	0	0	0	10	0	6
Site-Generated Trips [veh/h]	0	227	5	1	586	33	28	0	0	17	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	289	59	1	678	50	35	37	105	110	68	14
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	79	16	0	184	14	10	10	29	30	18	4
Total Analysis Volume [veh/h]	179	314	64	1	737	54	38	40	114	120	74	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			6			2			31		
Bicycle Volume [bicycles/h]	0			10			0			7		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	11	76	0	0	65	0	0	64	0	0	64	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	70	70	70	59	59	59	58	58	58	58	58
g / C, Green / Cycle	0.50	0.50	0.50	0.42	0.42	0.42	0.41	0.41	0.41	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.24	0.08	0.08	0.00	0.16	0.17	0.03	0.02	0.08	0.10	0.05
s, saturation flow rate [veh/h]	741	3192	1512	884	3192	1607	1168	1676	1425	1225	1622
c, Capacity [veh/h]	374	1596	756	371	1345	677	479	695	590	524	672
d1, Uniform Delay [s]	21.03	19.00	19.09	28.54	28.03	28.11	29.08	24.60	26.10	29.28	25.41
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.35	0.21	0.47	0.01	0.85	1.72	0.32	0.16	0.73	1.02	0.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

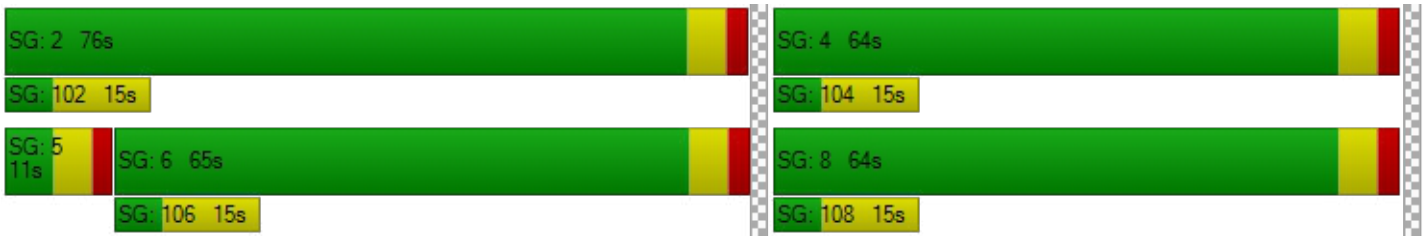
X, volume / capacity	0.48	0.16	0.17	0.00	0.39	0.39	0.08	0.06	0.19	0.23	0.13
d, Delay for Lane Group [s/veh]	25.38	19.21	19.56	28.55	28.88	29.83	29.41	24.76	26.83	30.30	25.82
Lane Group LOS	C	B	B	C	C	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.79	2.32	2.37	0.02	6.30	6.62	0.90	0.85	2.58	2.94	1.95
50th-Percentile Queue Length [ft/ln]	94.75	57.91	59.20	0.58	157.53	165.44	22.46	21.14	64.61	73.56	48.74
95th-Percentile Queue Length [veh/ln]	6.82	4.17	4.26	0.04	10.42	10.84	1.62	1.52	4.65	5.30	3.51
95th-Percentile Queue Length [ft/ln]	170.55	104.24	106.55	1.05	260.45	270.92	40.42	38.06	116.30	132.41	87.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.38	19.28	19.56	28.55	29.16	29.83	29.41	24.76	26.83	30.30	25.82	25.82
Movement LOS	C	B	B	C	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	21.27			29.20			26.91			28.39		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	26.33											
Intersection LOS	C											
Intersection V/C	0.328											

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Skye Canyon Park Drive and Brent Lane

Control Type:	Signalized	Delay (sec / veh):	29.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.352

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Brent Lane			Brent Lane		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	200.00	150.00	100.00	150.00	100.00	100.00	100.00	0.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Brent Lane			Brent Lane		
Base Volume Input [veh/h]	180	234	39	2	244	30	4	42	56	71	111	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	27	17	0	14	0	0	0	0	14	0	6
Site-Generated Trips [veh/h]	0	204	0	0	570	33	28	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	465	56	2	828	63	32	42	56	85	111	17
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	126	15	1	225	17	9	11	15	23	30	5
Total Analysis Volume [veh/h]	196	505	61	2	900	68	35	46	61	92	121	18
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	7			0			2			27		
Bicycle Volume [bicycles/h]	2			2			1			1		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	11	64	0	11	64	0	0	65	0	0	65	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	0.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	69	58	58	69	58	58	59	59	59	59
g / C, Green / Cycle	0.49	0.41	0.41	0.49	0.41	0.41	0.42	0.42	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.28	0.11	0.05	0.00	0.20	0.05	0.03	0.07	0.08	0.08
s, saturation flow rate [veh/h]	691	4567	1349	905	4567	1391	1120	1507	1149	1636
c, Capacity [veh/h]	335	1892	559	462	1892	576	447	635	468	689
d1, Uniform Delay [s]	24.31	27.00	25.15	18.40	29.91	25.25	30.21	25.22	30.88	25.61
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.30	0.35	0.39	0.02	0.86	0.42	0.34	0.57	0.94	0.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

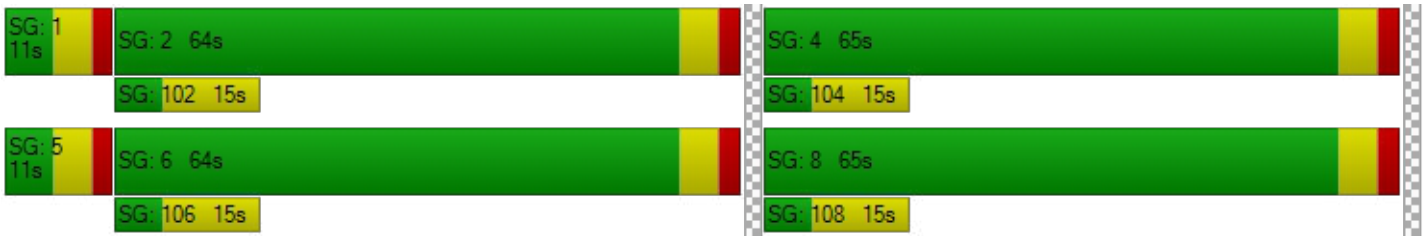
X, volume / capacity	0.59	0.27	0.11	0.00	0.48	0.12	0.08	0.17	0.20	0.20
d, Delay for Lane Group [s/veh]	31.61	27.35	25.55	18.42	30.77	25.67	30.55	25.80	31.82	26.27
Lane Group LOS	C	C	C	B	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.44	3.83	1.33	0.04	7.58	1.49	0.85	2.36	2.31	3.11
50th-Percentile Queue Length [ft/ln]	111.03	95.64	33.31	0.90	189.59	37.23	21.17	59.01	57.78	77.65
95th-Percentile Queue Length [veh/ln]	7.90	6.89	2.40	0.06	12.10	2.68	1.52	4.25	4.16	5.59
95th-Percentile Queue Length [ft/ln]	197.43	172.16	59.95	1.62	302.50	67.01	38.10	106.22	104.00	139.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.61	27.35	25.55	18.42	30.77	25.67	30.55	25.80	25.80	31.82	26.27	26.27
Movement LOS	C	C	C	B	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	28.30			30.39			26.97			28.48		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	29.19											
Intersection LOS	C											
Intersection V/C	0.352											

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Skye Canyon Park Drive and Sky Pointe/Fort Apache Road

Control Type:	Signalized	Delay (sec / veh):	44.7
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.345

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Fort Apache Road			Sky Pointe Drive		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	500.00	100.00	200.00	550.00	100.00	350.00	375.00	100.00	350.00	325.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Fort Apache Road			Sky Pointe Drive		
Base Volume Input [veh/h]	6	144	172	8	399	0	324	0	21	0	0	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	44	33	0	28	0	29	0	0	0	0	0
Site-Generated Trips [veh/h]	0	157	8	123	456	0	14	0	47	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	345	213	131	883	0	367	0	68	0	0	7
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	1.0000	0.9200	1.0000	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	94	58	36	240	0	100	0	18	0	0	2
Total Analysis Volume [veh/h]	7	375	232	142	960	0	399	0	74	0	0	8
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	1			2			0			0		
Bicycle Volume [bicycles/h]	2			0			1			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	27	44	0	31	48	0	38	54	0	11	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	21	38	38	25	42	42	32	48	48	5	21	21
g / C, Green / Cycle	0.15	0.27	0.27	0.18	0.30	0.30	0.23	0.34	0.34	0.04	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.00	0.08	0.17	0.05	0.16	0.00	0.13	0.00	0.05	0.00	0.00	0.01
s, saturation flow rate [veh/h]	3101	4567	1406	3101	6089	1425	3101	1676	1405	3101	3192	1422
c, Capacity [veh/h]	465	1240	382	554	1827	428	709	575	482	111	479	213
d1, Uniform Delay [s]	50.69	40.48	44.50	49.50	40.72	0.00	47.81	0.00	31.91	0.00	0.00	50.86
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.63	7.04	1.12	1.09	0.00	3.22	0.00	0.68	0.00	0.00	0.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

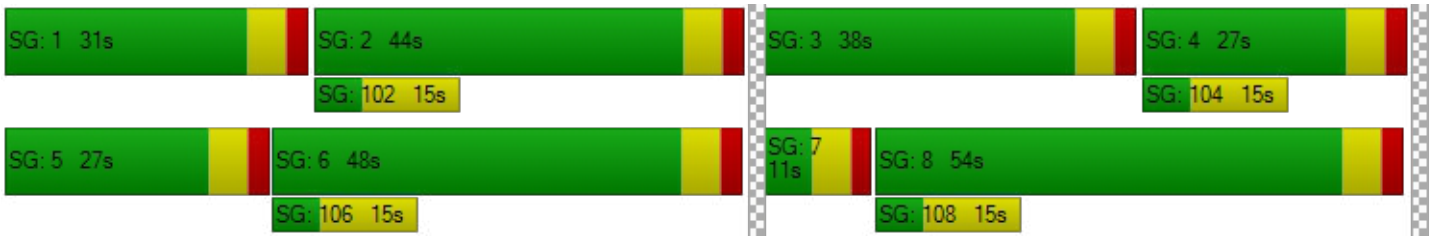
X, volume / capacity	0.02	0.30	0.61	0.26	0.53	0.00	0.56	0.00	0.15	0.00	0.00	0.04
d, Delay for Lane Group [s/veh]	50.75	41.11	51.54	50.62	41.81	0.00	51.03	0.00	32.59	0.00	0.00	51.19
Lane Group LOS	D	D	D	D	D	A	D	A	C	A	A	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.11	3.54	7.82	2.25	7.07	0.00	6.53	0.00	1.86	0.00	0.00	0.26
50th-Percentile Queue Length [ft/ln]	2.74	88.45	195.44	56.21	176.80	0.00	163.14	0.00	46.54	0.00	0.00	6.56
95th-Percentile Queue Length [veh/ln]	0.20	6.37	12.40	4.05	11.43	0.00	10.71	0.00	3.35	0.00	0.00	0.47
95th-Percentile Queue Length [ft/ln]	4.93	159.20	310.07	101.17	285.84	0.00	267.87	0.00	83.77	0.00	0.00	11.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.75	41.11	51.54	50.62	41.81	0.00	51.03	0.00	32.59	0.00	0.00	51.19
Movement LOS	D	D	D	D	D	A	D	A	C	A	A	D
d_A, Approach Delay [s/veh]	45.16			42.94			48.14			51.19		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	44.71											
Intersection LOS	D											
Intersection V/C	0.345											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Skye Canyon Park Drive and US 95 SPUI

Control Type:	Signalized	Delay (sec / veh):	45.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Presence of On-Street Parking										
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	0	0	0	0	0	0	0	0	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	0	0	0	0	0	0	0
Maximum Green [s]	0	0	0	0	0	0	0	0	0	0
Amber [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Rest In Walk										
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall										
Maximum Recall										
Pedestrian Recall										
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group Results

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS										
d_A, Approach Delay [s/veh]	0.00					0.00				
Approach LOS	A					A				
d_I, Intersection Delay [s/veh]	45.38									
Intersection LOS	D									
Intersection V/C	0.588									

Intersection Setup

Name	Skye Canyon Park Drive					Skye Canyon Park Drive				
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	2	0	0	0	0
Pocket Length [ft]	550.00	100.00	100.00	100.00	100.00	700.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name	Skye Canyon Park Drive					Skye Canyon Park Drive				
Base Volume Input [veh/h]	122	0	185	0	0	453	0	216	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	8	0	77	0	0	0	0	57	0	0
Site-Generated Trips [veh/h]	39	0	53	0	0	291	0	176	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	0	315	0	0	744	0	449	0	0
Peak Hour Factor	0.9200	1.0000	0.9200	1.0000	1.0000	0.9200	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	0	86	0	0	202	0	122	0	0
Total Analysis Volume [veh/h]	184	0	342	0	0	809	0	488	0	0
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	1					4				
Bicycle Volume [bicycles/h]	1					1				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	3	3	8	0	0	7	7	4	0	0
Auxiliary Signal Groups										
Lead / Lag	Lead	-	-	-	-	Lead	-	-	-	-
Minimum Green [s]	5	5	5	0	0	5	5	5	0	0
Maximum Green [s]	30	30	30	0	0	30	30	30	0	0
Amber [s]	4.0	4.0	4.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0
All red [s]	2.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0
Split [s]	35	35	35	0	0	53	53	53	0	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	0.0	3.0	3.0	3.0	0.0	0.0
Walk [s]	0	0	5	0	0	0	0	5	0	0
Pedestrian Clearance [s]	0	0	10	0	0	0	0	10	0	0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	4.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0
Minimum Recall	No		No			No		No		
Maximum Recall	No		No			No		No		
Pedestrian Recall	No		No			No		No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	29	29	47	47
g / C, Green / Cycle	0.21	0.21	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.06	0.07	0.26	0.10
s, saturation flow rate [veh/h]	3101	4658	3101	4658
c, Capacity [veh/h]	642	965	1041	1564
d1, Uniform Delay [s]	46.78	47.49	41.79	34.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.12	1.02	5.71	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.35	0.78	0.31
d, Delay for Lane Group [s/veh]	47.90	48.51	47.50	35.03
Lane Group LOS	D	D	D	D
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.83	3.53	13.38	4.25
50th-Percentile Queue Length [ft/ln]	70.84	88.25	334.62	106.14
95th-Percentile Queue Length [veh/ln]	5.10	6.35	19.39	7.62
95th-Percentile Queue Length [ft/ln]	127.51	158.84	484.63	190.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.90	0.00	48.51	0.00	0.00	47.50	0.00	35.03	0.00	0.00
Movement LOS	D		D			D		D		
d_A, Approach Delay [s/veh]	48.30					42.81				
Approach LOS	D					D				
d_I, Intersection Delay [s/veh]	45.38									
Intersection LOS	D									
Intersection V/C	0.588									

Intersection Setup

Name	US 95 NB					US 95 SB				
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name	US 95 NB					US 95 SB				
Base Volume Input [veh/h]	268	0	0	0	0	13	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	438	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	0	0	0	2	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	723	0	0	0	0	15	0	0	0	0
Peak Hour Factor	0.9200	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	196	0	0	0	0	4	0	0	0	0
Total Analysis Volume [veh/h]	786	0	0	0	0	16	0	0	0	0
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	5	0	0	0	0	1	0	0	0	0
Auxiliary Signal Groups										
Lead / Lag	Lead	-	-	-	-	Lead	-	-	-	-
Minimum Green [s]	5	0	0	0	0	5	0	0	0	0
Maximum Green [s]	30	0	0	0	0	30	0	0	0	0
Amber [s]	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	52	0	0	0	0	52	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	5	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	10	0	0	0	0
Rest In Walk	No					No				
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No					No				
Maximum Recall	No					No				
Pedestrian Recall	No					No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L
C, Cycle Length [s]	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00
g_i, Effective Green Time [s]	46	46
g / C, Green / Cycle	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.25	0.01
s, saturation flow rate [veh/h]	3098	3089
c, Capacity [veh/h]	1018	1015
d1, Uniform Delay [s]	42.29	31.72
k, delay calibration	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00
d2, Incremental Delay [s]	5.68	0.03
d3, Initial Queue Delay [s]	0.00	0.00
Rp, platoon ratio	1.00	1.00
PF, progression factor	1.00	1.00

Lane Group Results

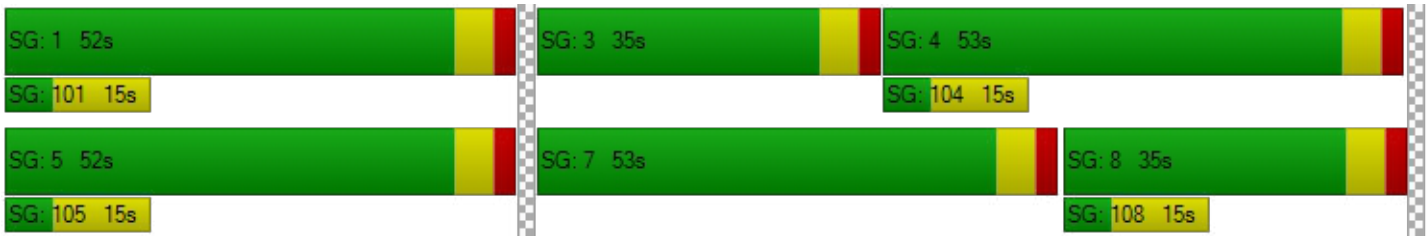
X, volume / capacity	0.77	0.02
d, Delay for Lane Group [s/veh]	47.97	31.75
Lane Group LOS	D	C
Critical Lane Group	Yes	No
50th-Percentile Queue Length [veh/ln]	13.03	0.19
50th-Percentile Queue Length [ft/ln]	325.87	4.77
95th-Percentile Queue Length [veh/ln]	18.96	0.34
95th-Percentile Queue Length [ft/ln]	473.89	8.59

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.97	0.00	0.00	0.00	0.00	31.75	0.00	0.00	0.00	0.00
Movement LOS	D					C				
d_A, Approach Delay [s/veh]	47.97					31.75				
Approach LOS	D					C				
d_I, Intersection Delay [s/veh]	45.38									
Intersection LOS	D									
Intersection V/C	0.588									

Sequence

Ring 1	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Fort Apache Road and Sky Pointe Drive/Horse Drive

Control Type:	Signalized	Delay (sec / veh):	25.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.256

Intersection Setup

Name	Fort Apache Road			Horse Drive			Sky Pointe Drive			Fort Apache Road		
Approach	Northbound			Westbound			Northeastbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	350.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fort Apache Road			Horse Drive			Sky Pointe Drive			Fort Apache Road		
Base Volume Input [veh/h]	2	156	2	1	1	82	107	0	2	35	63	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	10	19	0	0	15	0	18
Site-Generated Trips [veh/h]	4	49	0	0	0	10	2	0	2	5	124	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	205	2	1	1	102	128	0	4	55	187	102
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	56	1	0	0	28	35	0	1	15	51	28
Total Analysis Volume [veh/h]	7	223	2	1	1	111	139	0	4	60	203	111
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	5			0			0			4		
Bicycle Volume [bicycles/h]	18			1			0			8		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	4	0	0	8	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	70	0	0	70	0	0	70	0	0	70	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	64	64	64	64	64	64	64	64	64
g / C, Green / Cycle	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.01	0.13	0.00	0.08	0.12	0.00	0.06	0.12	0.08
s, saturation flow rate [veh/h]	1057	1673	1259	1391	1144	1417	1036	1676	1387
c, Capacity [veh/h]	440	765	607	636	504	648	423	766	634
d1, Uniform Delay [s]	28.14	23.83	21.87	22.43	29.13	20.69	30.58	23.47	22.42
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.98	0.00	0.60	1.36	0.02	0.70	0.84	0.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.29	0.00	0.18	0.28	0.01	0.14	0.26	0.18
d, Delay for Lane Group [s/veh]	28.21	24.81	21.87	23.04	30.49	20.70	31.28	24.31	23.02
Lane Group LOS	C	C	C	C	C	C	C	C	C
Critical Lane Group	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.16	4.95	0.02	2.33	3.45	0.08	1.49	4.39	2.31
50th-Percentile Queue Length [ft/ln]	4.02	123.65	0.49	58.17	86.35	1.91	37.19	109.74	57.63
95th-Percentile Queue Length [veh/ln]	0.29	8.59	0.04	4.19	6.22	0.14	2.68	7.83	4.15
95th-Percentile Queue Length [ft/ln]	7.24	214.83	0.89	104.71	155.43	3.43	66.94	195.64	103.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.21	24.81	24.81	21.87	23.04	23.04	30.49	20.70	20.70	31.28	24.31	23.02
Movement LOS	C	C	C	C	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	24.91			23.03			30.21			25.05		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	25.60											
Intersection LOS	C											
Intersection V/C	0.256											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Horse Drive and El Capitan Way

Control Type:	Two-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.047

Intersection Setup

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Base Volume Input [veh/h]	27	111	0	3	261	9	4	0	46	1	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	2	0	0	0	15	0	0	10	3
Site-Generated Trips [veh/h]	0	204	2	24	122	10	4	0	1	7	0	49
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	315	2	29	383	19	8	15	47	8	11	52
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	86	1	8	104	5	2	4	13	2	3	14
Total Analysis Volume [veh/h]	29	342	2	32	416	21	9	16	51	9	12	57
Pedestrian Volume [ped/h]	2			7			3			2		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.03	0.00	0.00	0.03	0.06	0.07	0.03	0.05	0.07
d_M, Delay for Movement [s/veh]	8.32	0.00	0.00	8.06	0.00	0.00	19.28	19.83	10.63	18.88	20.19	10.55
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.08	0.04	0.00	0.08	0.04	0.00	0.11	0.43	0.43	0.52	0.52	0.52
95th-Percentile Queue Length [ft/ln]	2.01	1.00	0.00	2.04	1.02	0.00	2.67	10.85	10.85	12.88	12.88	12.88
d_A, Approach Delay [s/veh]	0.65			0.55			13.59			12.99		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.56											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 12: El Capitan Way and Grand Teton Drive

Control Type:	All-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.586

Intersection Setup

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	0.00	100.00	0.00	0.00	100.00	225.00	0.00	100.00	175.00	225.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Base Volume Input [veh/h]	18	120	24	106	413	2	1	66	31	69	72	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	12	0	0	0	0	18	0	12	19	0
Site-Generated Trips [veh/h]	0	149	0	75	181	0	0	0	0	0	0	108
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	269	36	181	594	2	1	84	31	81	91	163
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	73	10	49	161	1	0	23	8	22	25	44
Total Analysis Volume [veh/h]	20	292	39	197	646	2	1	91	34	88	99	177
Pedestrian Volume [ped/h]	21			7			11			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	488	520	573	515	551	551	612	452	479	479	524	434	462	462	506
Degree of Utilization, x	0.04	0.56	0.07	0.38	0.59	0.59	0.00	0.00	0.10	0.10	0.06	0.20	0.11	0.11	0.35

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.13	3.43	0.22	1.78	3.75	3.75	0.01	0.01	0.31	0.31	0.21	0.75	0.36	0.36	1.55
95th-Percentile Queue Length [ft]	3.20	85.75	5.46	44.54	93.78	93.78	0.25	0.17	7.83	7.83	5.20	18.74	8.95	8.95	38.82
Approach Delay [s/veh]	16.72			17.08				10.75				12.88			
Approach LOS	C			C				B				B			
Intersection Delay [s/veh]	15.62														
Intersection LOS	C														

Intersection Level Of Service Report
Intersection 13: Durango Drive and El Capitan Way/Farm Road

Control Type:	Signalized	Delay (sec / veh):	99.8
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.918

Intersection Setup

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	425.00	100.00	225.00	200.00	100.00	200.00	425.00	100.00	150.00	200.00	100.00	225.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Base Volume Input [veh/h]	103	354	194	38	785	17	724	127	36	53	217	368
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	12	36	97	0	44	0	58	0	0	0	0	12
Site-Generated Trips [veh/h]	37	41	5	2	88	0	15	112	0	0	85	96
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	152	431	296	40	917	17	797	239	36	53	302	476
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	117	80	11	249	5	217	65	10	14	82	129
Total Analysis Volume [veh/h]	165	468	322	43	997	18	866	260	39	58	328	517
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	2			1			1			3		
Bicycle Volume [bicycles/h]	0			4			0			1		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	14	36	0	11	33	0	41	79	0	14	52	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	8	30	30	5	27	27	35	73	73	8	46	46
g / C, Green / Cycle	0.06	0.21	0.21	0.04	0.19	0.19	0.25	0.52	0.52	0.06	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.05	0.10	0.23	0.01	0.22	0.01	0.28	0.08	0.03	0.02	0.10	0.37
s, saturation flow rate [veh/h]	3101	4567	1423	3101	4567	1395	3101	3192	1424	3101	3192	1407
c, Capacity [veh/h]	177	979	305	111	881	269	775	1664	743	177	1049	462
d1, Uniform Delay [s]	65.73	48.15	55.00	66.00	56.50	46.20	52.50	17.45	16.48	63.41	35.17	47.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	51.59	1.67	67.04	9.96	73.56	0.48	69.52	0.20	0.13	4.87	0.78	78.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.48	1.06	0.39	1.13	0.07	1.12	0.16	0.05	0.33	0.31	1.12
d, Delay for Lane Group [s/veh]	117.31	49.82	122.04	75.96	130.06	46.68	122.02	17.65	16.62	68.28	35.95	125.30
Lane Group LOS	F	D	F	E	F	D	F	B	B	E	D	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.21	4.96	16.42	0.91	16.37	0.56	21.07	2.27	0.66	1.12	4.36	26.05
50th-Percentile Queue Length [ft/ln]	105.33	124.03	410.43	22.70	409.17	13.89	526.68	56.80	16.46	27.95	108.97	651.14
95th-Percentile Queue Length [veh/ln]	7.58	8.61	23.77	1.63	24.49	1.00	30.48	4.09	1.18	2.01	7.78	36.98
95th-Percentile Queue Length [ft/ln]	189.49	215.36	594.22	40.85	612.31	25.00	761.91	102.24	29.62	50.31	194.57	924.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	117.31	49.82	122.04	75.96	130.06	46.68	122.02	17.65	16.62	68.28	35.95	125.30
Movement LOS	F	D	F	E	F	D	F	B	B	E	D	F
d_A, Approach Delay [s/veh]	85.83			126.45			95.20			89.18		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	99.78											
Intersection LOS	F											
Intersection V/C	0.918											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Durango Drive and US 95 Northbound

Control Type:	Signalized	Delay (sec / veh):	41.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Durango Drive			Durango Drive			US 95 NB					
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	1	2	0	2	0	0	0
Pocket Length [ft]	400.00	100.00	100.00	100.00	100.00	225.00	0.00	100.00	0.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			US 95 NB					
Base Volume Input [veh/h]	99	491	0	0	1840	37	288	0	160	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	145	0	0	3	111	22	0	0	0	0	0
Site-Generated Trips [veh/h]	100	27	0	0	197	1	49	0	56	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	199	663	0	0	2040	149	359	0	216	0	0	0
Peak Hour Factor	0.9200	0.9200	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	0.9200	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	180	0	0	554	40	98	0	59	0	0	0
Total Analysis Volume [veh/h]	216	721	0	0	2217	162	390	0	235	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	1			1			0			0		
Bicycle Volume [bicycles/h]	1			1			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	0	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	31	106	0	0	75	0	0	34	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No			No			No				
Maximum Recall	No	No			No			No				
Pedestrian Recall	No	No			No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R	
C, Cycle Length [s]	140	140	140	140	140	140	140	
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
g_i, Effective Green Time [s]	25	100	69	69	28	28	28	
g / C, Green / Cycle	0.18	0.71	0.49	0.49	0.20	0.20	0.20	
(v / s)_i Volume / Saturation Flow Rate	0.07	0.16	0.49	0.12	0.08	0.08	0.09	
s, saturation flow rate [veh/h]	3101	4567	4567	1407	3096	1597	2518	
c, Capacity [veh/h]	554	3262	2251	694	619	319	504	
d1, Uniform Delay [s]	50.77	6.79	34.99	20.35	48.91	48.77	49.41	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.06	0.16	15.76	0.79	2.09	3.82	3.09	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.39	0.22	0.99	0.23	0.42	0.41	0.47	
d, Delay for Lane Group [s/veh]	52.83	6.94	50.75	21.13	50.99	52.59	52.50	
Lane Group LOS	D	A	D	C	D	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	3.53	2.40	27.47	3.23	4.19	4.33	3.87	
50th-Percentile Queue Length [ft/ln]	88.31	59.88	686.68	80.87	104.64	108.33	96.85	
95th-Percentile Queue Length [veh/ln]	6.36	4.31	36.06	5.82	7.53	7.75	6.97	
95th-Percentile Queue Length [ft/ln]	158.95	107.78	901.56	145.56	188.34	193.68	174.32	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.83	6.94	0.00	0.00	50.75	21.13	51.53	52.59	52.50	0.00	0.00	0.00
Movement LOS	D	A			D	C	D	D	D			
d_A, Approach Delay [s/veh]	17.52			48.73			51.89			0.00		
Approach LOS	B			D			D			A		
d_I, Intersection Delay [s/veh]	41.81											
Intersection LOS	D											
Intersection V/C	0.648											

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Durango Drive and US 95 Southbound

Control Type:	Signalized	Delay (sec / veh):	97.3
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.241

Intersection Setup

Name	Durango Drive			Durango Drive						US 95 SB		
Approach	Northbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes			No			Yes			Yes	

Volumes

Name	Durango Drive			Durango Drive						US 95 SB		
Base Volume Input [veh/h]	0	667	901	0	969	0	0	0	0	48	0	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	28	136	0	25	0	0	0	0	117	0	0
Site-Generated Trips [veh/h]	0	127	117	2	122	0	0	0	0	0	0	280
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	822	1154	2	1116	0	0	0	0	165	0	473
Peak Hour Factor	1.0000	0.9200	0.9200	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	223	314	1	303	0	0	0	0	45	0	129
Total Analysis Volume [veh/h]	0	893	1254	2	1213	0	0	0	0	179	0	514
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	1	0	0	2	0	0	0	0	0	3	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Split [s]	0	95	0	0	95	0	0	0	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C		L	C	R
C, Cycle Length [s]	140	140	140		140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00		6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00		4.00	4.00	4.00
g_i, Effective Green Time [s]	89	89	89		39	39	39
g / C, Green / Cycle	0.64	0.64	0.64		0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.20	0.88	0.27		0.06	0.06	0.36
s, saturation flow rate [veh/h]	4567	1425	4567		1597	1597	1425
c, Capacity [veh/h]	2903	906	2903		445	445	397
d1, Uniform Delay [s]	11.55	25.50	12.65		38.60	38.60	50.50
k, delay calibration	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	179.81	0.44		1.02	1.02	150.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	1.38	0.42		0.20	0.20	1.29
d, Delay for Lane Group [s/veh]	11.82	205.31	13.09		39.61	39.61	200.76
Lane Group LOS	B	F	B		D	D	F
Critical Lane Group	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.25	73.30	6.33		2.51	2.51	30.42
50th-Percentile Queue Length [ft/ln]	106.22	1832.56	158.28		62.81	62.81	760.47
95th-Percentile Queue Length [veh/ln]	7.63	110.22	10.46		4.52	4.52	45.47
95th-Percentile Queue Length [ft/ln]	190.73	2755.42	261.45		113.05	113.05	1136.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	11.82	205.31	0.00	13.09	0.00	0.00	0.00	0.00	39.61	39.61	200.76
Movement LOS		B	F		B					D	D	F
d_A, Approach Delay [s/veh]	124.83			13.09			0.00			159.13		
Approach LOS	F			B			A			F		
d_I, Intersection Delay [s/veh]	97.25											
Intersection LOS	F											
Intersection V/C	1.241											

Sequence

Ring 1	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 100: Log Cabin Way and Sky Pointe Drive

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Sky Pointe Drive			Log Cabin Way			Log Cabin Way					
Approach	Southbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Right	Right	Left2	Left	Thru	Thru	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Sky Pointe Drive			Log Cabin Way			Log Cabin Way					
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	14	18	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	258	722	0	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	9	0	0	272	740	0	19	0	0	0
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	0.9200	0.9200	1.0000	0.9200	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	0	0	74	201	0	5	0	0	0
Total Analysis Volume [veh/h]	0	0	10	0	0	296	804	0	21	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Free	Free	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No			
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	12.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			B			A	A		A			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.19			0.00			0.00			0.00		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	0.11											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 101: Log Cabin Way and Woodside-Shea/O'Hare Road

Control Type:	Roundabout	Delay (sec / veh):	8.3
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Log Cabin Way				Log Cabin Way			O'Hare Road			Woodside-Shea		
Approach	Northeastbound				Southwestbound			Northwestbound			Southeastbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				No			No			No		

Volumes

Name	Log Cabin Way				Log Cabin Way			O'Hare Road			Woodside-Shea		
Base Volume Input [veh/h]	0	0	8	0	0	35	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	14	0	0	18	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	55	94	106	48	295	4	330	14	98	8	28	113
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	55	116	106	48	348	4	330	14	98	8	28	113
Peak Hour Factor	0.920	0.920	0.920	0.920	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	15	32	29	13	95	1	90	4	27	2	8	31
Total Analysis Volume [veh/h]	3	60	126	115	52	378	4	359	15	107	9	30	123
Pedestrian Volume [ped/h]	0				0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1				1			2			2		
Circulating Flow Rate [veh/h]	93				446			202			808		
Exiting Flow Rate [veh/h]	880				247			201			81		
Demand Flow Rate [veh/h]	3	55	116	106	48	348	4	330	14	98	8	28	113
Adjusted Demand Flow Rate [veh/h]	3	60	126	115	52	378	4	359	15	107	9	30	123

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1130.00	1130.00	1130.00	1130.00	1130.00	1130.00	1130.00
B (coefficient)	0.00100	0.00100	0.00100	0.00100	0.00070	0.00075	0.00070
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	146	165	209	235	491	10	157
Capacity of Entry and Bypass Lanes [veh/h]	1030	1030	724	724	982	617	642
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1010	1010	710	710	962	605	630
X, volume / capacity	0.14	0.16	0.29	0.32	0.50	0.01	0.24

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.49	0.57	1.19	1.41	2.86	0.05	0.95
95th-Percentile Queue Length [ft]	12.31	14.17	29.71	35.16	71.62	1.13	23.71
Approach Delay [s/veh]	4.96		8.85		9.93	8.62	
Approach LOS	A		A		A	A	
Intersection Delay [s/veh]	8.34						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 102: Log Cabin Way and Collector Road

Control Type:	Two-way stop	Delay (sec / veh):	19.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name	Collector Road		Log Cabin Way		Log Cabin Way	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Collector Road		Log Cabin Way		Log Cabin Way	
Base Volume Input [veh/h]	0	0	0	8	35	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	14	18	0
Site-Generated Trips [veh/h]	241	241	78	122	106	119
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	241	78	144	159	119
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	65	21	39	43	32
Total Analysis Volume [veh/h]	262	262	85	157	173	129
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.52	0.35	0.10	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	19.38	12.54	9.78	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.92	1.61	0.34	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	72.92	40.18	8.44	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.96		3.44		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	8.61					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 103: Connector Road and Parcel A/C

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.120

Intersection Setup

Name	Connector Road			Parcel C			Parcel A			Connector Road		
Approach	Southbound			Eastbound			Southwestbound			Northwestbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Connector Road			Parcel C			Parcel A			Connector Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	10	105	0	0	5	0	47
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	10	105	0	0	5	0	47
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	1.0000	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	3	29	0	0	1	0	13
Total Analysis Volume [veh/h]	0	0	0	0	0	11	114	0	0	5	0	51
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Stop	Stop	Free
Flared Lane		No	No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No	No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.12	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.32	0.00	0.00	8.59	9.39	8.35	9.29	9.22	8.45	7.23	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.03	0.03	0.41	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.77	0.77	10.14	0.00	0.00	0.23	0.00	0.00
d_A, Approach Delay [s/veh]	2.44			8.35			9.29			0.65		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	6.56											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 104: Connector Road and Parcel B-C

Control Type:	Two-way stop	Delay (sec / veh):	17.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.503

Intersection Setup

Name	Parcel C			Parcel B			Collector Road			Connector Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Parcel C			Parcel B			Collector Road			Connector Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	107	260	0	0	48	52	97	0	115	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	107	260	0	0	48	52	97	0	115	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	29	71	0	0	13	14	26	0	31	0
Total Analysis Volume [veh/h]	0	0	116	283	0	0	52	57	105	0	125	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.12	0.50	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.49	12.36	9.12	17.72	11.42	8.74	7.56	0.00	0.00	7.55	0.00	0.00
Movement LOS	B	B	A	C	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.40	0.40	2.81	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.93	9.93	70.36	0.00	0.00	2.77	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.12			17.72			1.84			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	8.76											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 105: O'Hare Road and Parcel F/G

Control Type:	Two-way stop	Delay (sec / veh):	19.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.236

Intersection Setup

Name	Parcel G			Parcel F			O'Hare Road			O'Hare Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Parcel G			Parcel F			O'Hare Road			O'Hare Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	73	0	36	0	0	101	16	268	0	41	109	31
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	0	36	0	0	101	16	268	0	41	109	31
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	10	0	0	27	4	73	0	11	30	8
Total Analysis Volume [veh/h]	79	0	39	0	0	110	17	291	0	45	118	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.00	0.04	0.00	0.00	0.15	0.01	0.00	0.00	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	19.01	13.76	9.12	14.06	14.60	10.64	7.55	0.00	0.00	7.94	0.00	0.00
Movement LOS	C	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.90	0.13	0.13	0.00	0.51	0.51	0.04	0.04	0.04	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	22.48	3.34	3.34	0.00	12.84	12.84	0.90	0.90	0.90	2.75	2.75	2.75
d_A, Approach Delay [s/veh]	15.74			10.64			0.42			1.81		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	4.79											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 106: O'Hare Road and Local Street A

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.213

Intersection Setup

Name	Local Street A		O'Hare Road		O'Hare Road	
Approach	Northeastbound		Northwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Local Street A		O'Hare Road		O'Hare Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	130	50	11	154	102	43
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	50	11	154	102	43
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	14	3	42	28	12
Total Analysis Volume [veh/h]	141	54	12	167	111	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.06	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.90	9.18	7.55	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.80	0.19	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	20.04	4.70	0.64	0.64	0.00	0.00
d_A, Approach Delay [s/veh]	11.15		0.51		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.26					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 107: O'Hare Road and Local Street B

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.166

Intersection Setup

Name	Local Street B		O'Hare Road		O'Hare Road	
Approach	Northbound		Westbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Local Street B		O'Hare Road		O'Hare Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	68	311	132	97	129	23
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	311	132	97	129	23
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	85	36	26	35	6
Total Analysis Volume [veh/h]	74	338	143	105	140	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.38	0.10	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.65	11.46	7.83	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.59	1.78	0.34	0.34	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.71	44.48	8.43	8.43	0.00	0.00
d_A, Approach Delay [s/veh]	12.03		4.52		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	7.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 108: O'Hare Road and Parcel F

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.164

Intersection Setup

Name	O'Hare Road		O'Hare Road		Parcel F	
Approach	Eastbound		Southwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	O'Hare Road		O'Hare Road		Parcel F	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	441	229	25	58	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	441	229	25	58	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	120	62	7	16	0
Total Analysis Volume [veh/h]	0	479	249	27	63	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.16	0.00
d_M, Delay for Movement [s/veh]	7.80	0.00	0.00	0.00	16.23	9.64
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.58	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	14.54	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		16.23	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.25					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 109: O'Hare Road and Parcel D/E

Control Type:	Two-way stop	Delay (sec / veh):	55.4
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.680

Intersection Setup

Name	Parcel E			Parcel D			O'Hare Road			O'Hare Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Parcel E			Parcel D			O'Hare Road			O'Hare Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	27	0	88	122	0	26	9	483	7	39	201	54
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	0	88	122	0	26	9	483	7	39	201	54
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	24	33	0	7	2	131	2	11	55	15
Total Analysis Volume [veh/h]	29	0	96	133	0	28	10	525	8	42	218	59
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.00	0.17	0.68	0.00	0.04	0.01	0.01	0.00	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	21.97	20.32	12.93	55.41	18.63	9.72	7.82	0.00	0.00	8.63	0.00	0.00
Movement LOS	C	C	B	F	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.63	0.63	4.16	0.11	0.11	0.02	0.02	0.02	0.13	0.13	0.13
95th-Percentile Queue Length [ft/ln]	10.10	15.70	15.70	104.03	2.75	2.75	0.59	0.59	0.59	3.17	3.17	3.17
d_A, Approach Delay [s/veh]	15.03			47.46			0.14			1.14		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	8.68											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 110: Local Street A and Parcel J West

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Parcel J		Parcel I		Local Street A	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Parcel J		Parcel I		Local Street A	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	0	0	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	0	0	5	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	0	1	0
Total Analysis Volume [veh/h]	0	15	0	0	5	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.25	0.00	8.57	8.37
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.37	0.37
d_A, Approach Delay [s/veh]	0.00		3.62		8.57	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.14					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 111: Local Street A and Parcel J East

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.169

Intersection Setup

Name	Parcel J		Local Street A		Local Street A	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Parcel J		Local Street A		Local Street A	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	166	14	0	48	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	166	14	0	48	5
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	45	4	0	13	1
Total Analysis Volume [veh/h]	0	180	15	0	52	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.17	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	9.96	9.07	0.00	0.00	7.32	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.61	0.61	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	15.18	15.18	0.00	0.00	2.51	2.51
d_A, Approach Delay [s/veh]	9.07		0.00		6.68	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.99					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 112: Local Street B and Parcel H/J

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.178

Intersection Setup

Name	Local Street B		Parcel J		Parcel H	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Local Street B		Parcel J		Parcel H	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	72	83	191	0	0	188
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	83	191	0	0	188
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	23	52	0	0	51
Total Analysis Volume [veh/h]	78	90	208	0	0	204
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.09	0.15	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.37	10.94	8.10	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.10	1.10	0.54	0.54	0.00	0.00
95th-Percentile Queue Length [ft/ln]	27.50	27.50	13.40	13.40	0.00	0.00
d_A, Approach Delay [s/veh]	13.00		8.10		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.67					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 203: El Capitan Way and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	76.2
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Base Volume Input [veh/h]	1	2	0	0	2	3	0	4	14	9	25	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	3	0	0	0	0	0	0	14	12	0	7	0
Site-Generated Trips [veh/h]	298	98	1	0	0	6	2	98	208	3	169	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	302	100	1	0	2	9	2	116	234	12	201	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	25	0	0	1	2	1	29	59	3	50	0
Total Analysis Volume [veh/h]	302	100	1	0	2	9	2	116	234	12	201	0
Pedestrian Volume [ped/h]	2			4			6			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.00	0.00	0.00	0.00	0.00	0.02	0.41	0.22	0.10	0.72	0.00
d_M, Delay for Movement [s/veh]	7.79	0.00	0.00	7.41	0.00	0.00	50.81	29.37	20.01	76.23	58.94	49.91
Movement LOS	A	A	A	A	A	A	F	D	C	F	F	E
95th-Percentile Queue Length [veh/ln]	0.70	0.70	0.70	0.00	0.00	0.00	4.68	4.68	4.68	6.44	6.44	6.44
95th-Percentile Queue Length [ft/ln]	17.50	17.50	17.50	0.00	0.00	0.00	117.02	117.02	117.02	160.97	160.97	160.97
d_A, Approach Delay [s/veh]	5.84			0.00			23.27			59.91		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	23.81											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 204: Durango Drive and Log Cabin Way

Control Type:	All-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.206

Intersection Setup

Name	Durango Drive		Durango Drive		Log Cabin Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Durango Drive		Durango Drive		Log Cabin Way	
Base Volume Input [veh/h]	5	76	149	26	11	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	0	0	149	72	30
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	76	149	175	83	37
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	19	37	44	21	9
Total Analysis Volume [veh/h]	16	76	149	175	83	37
Pedestrian Volume [ped/h]	2		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	680	703	729	851	757
Degree of Utilization, x	0.07	0.07	0.20	0.21	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.22	0.21	0.76	0.77	0.56
95th-Percentile Queue Length [ft]	5.43	5.24	19.05	19.25	14.04
Approach Delay [s/veh]	8.28		8.43		8.65
Approach LOS	A		A		A
Intersection Delay [s/veh]	8.45				
Intersection LOS	A				

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 8 AM Buildout_181206
Report File: J:\...\5_181206_AM Buildout_3400 units.pdf
1/6/2019

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound				Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-T	Left	Thru	Right	
1	Kyle Canyon Road / Oso Blanca Road	Final Base	28	12	4	5	31	92	35	0	28	0	0	1	1	237
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	105	1	54	0	2	0	0	1	58	0	27	0	0	248
		Net New Trips	0	0	0	0	0	0	0	43	0	1	0	121	0	165
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**133**	**13**	**58**	**5**	**33**	**92**	**35**	**44**	**86**	**1**	**27**	**122**	**1**	**650**

ID	Intersection Name	Volume Type	Westbound	Northeastbound	Total Volume
			Thru	Thru	
2	Kyle Canyon Road / US 95 SB DDI	Final Base	0	0	0
		Growth Factor	1.00	1.00	-
		In Process	23	27	50
		Net New Trips	122	44	166
		Other	0	0	0
		Future Total	**145**	**71**	**216**

ID	Intersection Name	Volume Type	Eastbound	Southwestbound	Total Volume
			Thru	Thru	
3	Kyle Canyon Road and US 95 NB DDI	Final Base	0	0	0
		Growth Factor	1.00	1.00	-
		In Process	14	18	32
		Net New Trips	57	689	746
		Other	0	0	0
		Future Total	**71**	**707**	**778**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	Skye Canyon Park Drive and Log Cabin Way	Final Base	0	0	4	0	0	0	0	8	0	17	35	0	64
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	12	0	12	0	0	0	0	14	0	4	6	0	48
		Net New Trips	49	0	207	0	0	0	0	273	89	129	175	0	922
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**61**	**0**	**223**	**0**	**0**	**0**	**0**	**295**	**89**	**150**	**216**	**0**	**1034**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Skye Canyon Park Drive and O'Hare Road	Final Base	0	17	39	0	37	0	0	0	0	69	0	1	163
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	24	0	0	4	0	0	0	0	0	0	0	28
		Net New Trips	198	60	0	0	122	96	196	0	498	0	0	0	1170
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**198**	**101**	**39**	**0**	**163**	**96**	**196**	**0**	**498**	**69**	**0**	**1**	**1361**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Skye Canyon Park Drive and Iron Mountain Road	Final Base	165	44	39	0	88	17	7	37	105	83	68	5	658
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	18	15	0	4	0	0	0	0	10	0	6	53
		Net New Trips	0	227	5	1	586	33	28	0	0	17	0	3	900
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**165**	**289**	**59**	**1**	**678**	**50**	**35**	**37**	**105**	**110**	**68**	**14**	**1611**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Skye Canyon Park Drive and Brent Lane	Final Base	180	234	39	2	244	30	4	42	56	71	111	11	1024
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	27	17	0	14	0	0	0	0	14	0	6	78
		Net New Trips	0	204	0	0	570	33	28	0	0	0	0	0	835
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**180**	**465**	**56**	**2**	**828**	**63**	**32**	**42**	**56**	**85**	**111**	**17**	**1937**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	Skye Canyon Park Drive and Sky Pointe/Fort Apache Road	Final Base	6	144	172	8	399	0	324	0	21	0	0	7	1081
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	44	33	0	28	0	29	0	0	0	0	0	134
		Net New Trips	0	157	8	123	456	0	14	0	47	0	0	0	805
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**6**	**345**	**213**	**131**	**883**	**0**	**367**	**0**	**68**	**0**	**0**	**7**	**2020**

ID	Intersection Name	Volume Type	Eastbound		Westbound		Northwestbound	Southeastbound	Total Volume
			Left	Thru	Left	Thru	Left	Left	
9	Skye Canyon Park Drive and US 95 SPUI	Final Base	122	185	453	216	268	13	1257
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	8	77	0	57	438	0	580
		Net New Trips	39	53	291	176	17	2	578
		Other	0	0	0	0	0	0	0
		Future Total	**169**	**315**	**744**	**449**	**723**	**15**	**2415**

ID	Intersection Name	Volume Type	Northbound			Westbound			Northeastbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	Fort Apache Road and Sky Pointe Drive/Horse Drive	Final Base	2	156	2	1	1	82	107	0	2	35	63	82	533
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	10	19	0	0	15	0	18	62
		Net New Trips	4	49	0	0	0	10	2	0	2	5	124	2	198
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**6**	**205**	**2**	**1**	**1**	**102**	**128**	**0**	**4**	**55**	**187**	**102**	**793**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Horse Drive and El Capitan Way	Final Base	27	111	0	3	261	9	4	0	46	1	1	0	463
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	2	0	0	0	15	0	0	10	3	30
		Net New Trips	0	204	2	24	122	10	4	0	1	7	0	49	423
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**27**	**315**	**2**	**29**	**383**	**19**	**8**	**15**	**47**	**8**	**11**	**52**	**916**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	El Capitan Way and Grand Teton Drive	Final Base	18	120	24	106	413	2	1	66	31	69	72	55	977
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	12	0	0	0	0	18	0	12	19	0	61
		Net New Trips	0	149	0	75	181	0	0	0	0	0	0	108	513
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**18**	**269**	**36**	**181**	**594**	**2**	**1**	**84**	**31**	**81**	**91**	**163**	**1551**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Durango Drive and El Capitan Way/Farm Road	Final Base	103	354	194	38	785	17	724	127	36	53	217	368	3016
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	12	36	97	0	44	0	58	0	0	0	0	12	259
		Net New Trips	37	41	5	2	88	0	15	112	0	0	85	96	481
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**152**	**431**	**296**	**40**	**917**	**17**	**797**	**239**	**36**	**53**	**302**	**476**	**3756**

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Northwestbound			Total Volume
			Left	Thru	Thru	Right	Left	Thru	Right	
14	Durango Drive and US 95 Northbound	Final Base	99	491	1840	37	288	0	160	2915
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	145	3	111	22	0	0	281
		Net New Trips	100	27	197	1	49	0	56	430
		Other	0	0	0	0	0	0	0	0
		Future Total	**199**	**663**	**2040**	**149**	**359**	**0**	**216**	**3626**

ID	Intersection Name	Volume Type	Northbound		Southwestbound	Southeastbound			Total Volume
			Thru	Right	Thru	Left	Thru	Right	
15	Durango Drive and US 95 Southbound	Final Base	667	901	969	48	0	193	2778
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	28	136	25	117	0	0	306
		Net New Trips	127	117	122	0	0	280	646
		Other	0	0	0	0	0	0	0
		Future Total	**822**	**1154**	**1116**	**165**	**0**	**473**	**3730**

ID	Intersection Name	Volume Type	Southbound	Eastbound	Westbound		Total Volume
			Right	Thru	Thru	Right	
100	Log Cabin Way and Sky Pointe Drive	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	14	18	0	32
		Net New Trips	9	258	722	19	1008
		Other	0	0	0	0	0
		Future Total	**9**	**272**	**740**	**19**	**1040**

ID	Intersection Name	Volume Type	Northeastbound				Southwestbound			Northwestbound			Southeastbound			Total Volume
			U-T	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
101	Log Cabin Way and Woodside-Shea/O'Hare Road	Final Base	0	0	8	0	0	35	0	0	0	0	0	0	0	43
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	14	0	0	18	0	0	0	0	0	0	0	32
		Net New Trips	3	55	94	106	48	295	4	330	14	98	8	28	113	1196
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**3**	**55**	**116**	**106**	**48**	**348**	**4**	**330**	**14**	**98**	**8**	**28**	**113**	**1271**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
102	Log Cabin Way and Collector Road	Final Base	0	0	0	8	35	0	43
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	14	18	0	32
		Net New Trips	241	241	78	122	106	119	907
		Other	0	0	0	0	0	0	0
		Future Total	**241**	**241**	**78**	**144**	**159**	**119**	**982**

ID	Intersection Name	Volume Type	Southbound			Eastbound			Southwestbound			Northwestbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
103	Connector Road and Parcel A/C	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	10	105	0	0	5	0	47	167
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**0**	**0**	**0**	**10**	**105**	**0**	**0**	**5**	**0**	**47**	**167**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
104	Connector Road and Parcel B-C	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	107	260	0	0	48	52	97	0	115	0	679
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**107**	**260**	**0**	**0**	**48**	**52**	**97**	**0**	**115**	**0**	**679**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
105	O'Hare Road and Parcel F/G	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	73	0	36	0	0	101	16	268	0	41	109	31	675
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**73**	**0**	**36**	**0**	**0**	**101**	**16**	**268**	**0**	**41**	**109**	**31**	**675**

ID	Intersection Name	Volume Type	Northeastbound		Northwestbound		Southeastbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
106	O'Hare Road and Local Street A	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	130	50	11	154	102	43	490
		Other	0	0	0	0	0	0	0
		Future Total	**130**	**50**	**11**	**154**	**102**	**43**	**490**

ID	Intersection Name	Volume Type	Northbound		Westbound		Southeastbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
107	O'Hare Road and Local Street B	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	68	311	132	97	129	23	760
		Other	0	0	0	0	0	0	0
		Future Total	**68**	**311**	**132**	**97**	**129**	**23**	**760**

ID	Intersection Name	Volume Type	Eastbound		Southwestbound		Southeastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
108	O'Hare Road and Parcel F	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	441	229	25	58	0	753
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**441**	**229**	**25**	**58**	**0**	**753**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
109	O'Hare Road and Parcel D/E	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	27	0	88	122	0	26	9	483	7	39	201	54	1056
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**27**	**0**	**88**	**122**	**0**	**26**	**9**	**483**	**7**	**39**	**201**	**54**	**1056**

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
110	Local Street A and Parcel J West	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	14	0	0	5	0	19
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**14**	**0**	**0**	**5**	**0**	**19**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
111	Local Street A and Parcel J East	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	166	14	0	48	5	233
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**166**	**14**	**0**	**48**	**5**	**233**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
112	Local Street B and Parcel H/J	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	72	83	191	0	0	188	534
		Other	0	0	0	0	0	0	0
		Future Total	**72**	**83**	**191**	**0**	**0**	**188**	**534**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
203	El Capitan Way and Log Cabin Way	Final Base	1	2	0	0	2	3	0	4	14	9	25	0	60
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	3	0	0	0	0	0	0	14	12	0	7	0	36
		Net New Trips	298	98	1	0	0	6	2	98	208	3	169	0	883
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**302**	**100**	**1**	**0**	**2**	**9**	**2**	**116**	**234**	**12**	**201**	**0**	**979**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
204	Durango Drive and Log Cabin Way	Final Base	5	76	149	26	11	7	274
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	11	0	0	149	72	30	262
		Other	0	0	0	0	0	0	0
		Future Total	**16**	**76**	**149**	**175**	**83**	**37**	**536**

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 8 AM Buildout_181206
Report File: J:\...\5_181206_AM Buildout_3400 units.pdf
1/6/2019

Fair Share Volumes

Intersection 1: Kyle Canyon Road / Oso Blanca Road														
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound				Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-T	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	2	0	0	0	5	0	7
77: Single Family	0	0	0	0	0	0	0	7	0	0	0	20	0	27
78: Active Adult	0	0	0	0	0	0	0	8	0	0	0	16	0	24
79: Single Family	0	0	0	0	0	0	0	3	0	0	0	9	0	12
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	6	0	6
81: Single Family	0	0	0	0	0	0	0	3	0	0	0	10	0	13
82: Single Family	0	0	0	0	0	0	0	2	0	0	0	5	0	7
83: Single Family	0	0	0	0	0	0	0	5	0	0	0	14	0	19
84: Single Family	0	0	0	0	0	0	0	10	0	0	0	31	0	41
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0	0
96: Commercial	0	0	0	0	0	0	0	1	0	1	0	0	0	2
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	0	0	0	0	0	0	2	0	0	0	5	0	7
Site-Generated Trips	0	0	0	0	0	0	0	43	0	1	0	121	0	
Future Total Volume	133	13	58	5	33	92	35	44	86	1	27	122	1	

Intersection 2: Kyle Canyon Road / US 95 SB DDI			
Zone ID: Name	Westbound	Northeastbound	Total
	Thru	Thru	
1: Regional Park and Single Family	0	0	0
2: Single Family	0	0	0
3: Single Family	0	0	0
4: Single Family	0	0	0
5: Single Family	0	0	0
6: Zone	0	0	0
7: Single Family	0	0	0
8: Single Family	0	0	0
9: Single Family	0	0	0
10: Single Family	0	0	0
11: Single Family	0	0	0
12: Single Family	0	0	0
13: Apartment	0	0	0
14: Single Family	0	0	0
41: Commercial	0	0	0
42: Single Family	0	0	0
45: Commercial	0	0	0
47: Commercial	0	0	0
48: Office	0	0	0
49: Apartment	0	0	0
50: Commercial	0	0	0
51: Commercial	0	0	0
76: Single Family	5	2	7
77: Single Family	20	7	27
78: Active Adult	16	8	24
79: Single Family	9	3	12
80: Single Family	6	0	6
81: Single Family	10	3	13
82: Single Family	5	2	7
83: Single Family	14	5	19
84: Single Family	31	10	41
85: Commercial	0	0	0
86: High School	0	0	0
96: Commercial	1	2	3
97: Commercial	0	0	0
99: Elementary School	0	0	0
101: Single Family	5	2	7
Site-Generated Trips	122	44	
Future Total Volume	145	71	

Intersection 3: Kyle Canyon Road and US 95 NB DDI			
Zone ID: Name	Eastbound	Southwestbound	Total
	Thru	Thru	
1: Regional Park and Single Family	1	34	35
2: Single Family	0	10	10
3: Single Family	0	0	0
4: Single Family	0	0	0
5: Single Family	0	0	0
6: Zone	0	0	0
7: Single Family	0	0	0
8: Single Family	0	0	0
9: Single Family	0	0	0
10: Single Family	0	0	0
11: Single Family	0	0	0
12: Single Family	0	0	0
13: Apartment	0	0	0
14: Single Family	0	0	0
41: Commercial	0	0	0
42: Single Family	0	0	0
45: Commercial	0	0	0
47: Commercial	0	0	0
48: Office	0	0	0
49: Apartment	0	0	0
50: Commercial	0	0	0
51: Commercial	0	0	0
76: Single Family	2	38	40
77: Single Family	9	142	151
78: Active Adult	10	121	131
79: Single Family	4	22	26
80: Single Family	1	24	25
81: Single Family	4	48	52
82: Single Family	2	22	24
83: Single Family	6	63	69
84: Single Family	13	120	133
85: Commercial	0	0	0
86: High School	0	0	0
96: Commercial	2	9	11
97: Commercial	0	0	0
99: Elementary School	0	0	0
101: Single Family	3	37	40
Site-Generated Trips	57	689	
Future Total Volume	71	707	

Intersection 4: Skye Canyon Park Drive and Log Cabin Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	9	0	0	0	0	13	0	26	37	0	84
2: Single Family	0	0	2	0	0	0	0	4	0	5	11	0	22
3: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
4: Single Family	1	0	0	0	0	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	1	0	0	0	0	0	0	0	0	0	0	0	1
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	2	0	0	0	0	0	0	1	6	0	0	0	8
77: Single Family	14	0	0	0	0	0	0	11	44	0	4	0	73
78: Active Adult	4	0	0	0	0	0	0	0	8	0	0	0	12
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	196	0	0	0	0	245	0	96	120	0	657
96: Commercial	2	0	0	0	0	0	0	0	0	0	1	0	3
97: Commercial	0	0	0	0	0	0	0	0	0	2	0	0	2
99: Elementary School	17	0	0	0	0	0	0	0	20	0	0	0	37
101: Single Family	9	0	0	0	0	0	0	0	12	0	1	0	22
Site-Generated Trips	49	0	207	0	0	0	0	273	89	129	175	0	
Future Total Volume	61	0	223	0	0	0	0	295	89	150	216	0	

Intersection 5: Skye Canyon Park Drive and O'Hare Road													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	9	0	0	26	0	0	0	0	0	0	0	34
2: Single Family	0	2	0	0	5	0	0	0	0	0	0	0	7
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	2	0	0	6	0	0	0	0	0	0	0	7
77: Single Family	0	14	0	0	44	0	0	0	0	0	0	0	59
78: Active Adult	14	4	0	0	8	0	0	0	28	0	0	0	53
79: Single Family	22	0	0	0	0	0	0	0	63	0	0	0	85
80: Single Family	12	0	0	0	0	0	0	0	36	0	0	0	48
81: Single Family	17	0	0	0	0	0	0	0	48	0	0	0	65
82: Single Family	8	0	0	0	0	0	0	0	26	0	0	0	33
83: Single Family	22	0	0	0	0	0	0	0	68	0	0	0	91
84: Single Family	61	0	0	0	0	0	0	0	182	0	0	0	243
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	96	196	0	0	0	0	0	292
96: Commercial	4	2	0	0	0	0	0	0	1	0	0	0	7
97: Commercial	0	0	0	0	2	0	0	0	0	0	0	0	2
99: Elementary School	39	17	0	0	20	0	0	0	46	0	0	0	122
101: Single Family	0	9	0	0	12	0	0	0	0	0	0	0	21
Site-Generated Trips	198	60	0	0	122	96	196	0	498	0	0	0	
Future Total Volume	198	101	39	0	163	96	196	0	498	69	0	1	

Intersection 6: Skye Canyon Park Drive and Iron Mountain Road													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	9	0	0	26	0	0	0	0	0	0	0	34
2: Single Family	0	2	0	0	5	0	0	0	0	0	0	0	7
3: Single Family	0	0	5	0	0	0	0	0	0	15	0	0	20
4: Single Family	0	0	0	0	0	0	0	0	0	1	0	1	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	2	0	0	6	0	0	0	0	0	0	0	7
77: Single Family	0	14	0	0	44	0	0	0	0	0	0	0	59
78: Active Adult	0	18	0	0	36	0	0	0	0	0	0	0	53
79: Single Family	0	22	0	0	63	0	0	0	0	0	0	0	85
80: Single Family	0	12	0	0	36	0	0	0	0	0	0	0	48
81: Single Family	0	17	0	0	48	0	0	0	0	0	0	0	65
82: Single Family	0	8	0	0	26	0	0	0	0	0	0	0	33
83: Single Family	0	22	0	0	68	0	0	0	0	0	0	0	91
84: Single Family	0	61	0	0	182	0	0	0	0	0	0	0	243
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
96: Commercial	0	4	0	1	0	0	0	0	0	0	0	2	7
97: Commercial	0	0	0	0	2	0	0	0	0	2	0	0	4
99: Elementary School	0	28	0	0	33	33	28	0	0	0	0	0	122
101: Single Family	0	9	0	0	12	0	0	0	0	0	0	0	21
Site-Generated Trips	0	227	5	1	586	33	28	0	0	17	0	3	
Future Total Volume	165	289	59	1	678	50	35	37	105	110	68	14	

Intersection 7: Skye Canyon Park Drive and Brent Lane													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	9	0	0	26	0	0	0	0	0	0	0	34
2: Single Family	0	2	0	0	5	0	0	0	0	0	0	0	7
3: Single Family	0	5	0	0	15	0	0	0	0	0	0	0	20
4: Single Family	0	0	0	0	1	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	2	0	0	6	0	0	0	0	0	0	0	7
77: Single Family	0	14	0	0	44	0	0	0	0	0	0	0	59
78: Active Adult	0	18	0	0	36	0	0	0	0	0	0	0	53
79: Single Family	0	22	0	0	63	0	0	0	0	0	0	0	85
80: Single Family	0	12	0	0	36	0	0	0	0	0	0	0	48
81: Single Family	0	17	0	0	48	0	0	0	0	0	0	0	65
82: Single Family	0	8	0	0	26	0	0	0	0	0	0	0	33
83: Single Family	0	22	0	0	68	0	0	0	0	0	0	0	91
84: Single Family	0	61	0	0	182	0	0	0	0	0	0	0	243
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
96: Commercial	0	4	0	0	0	0	0	0	0	0	0	0	4
97: Commercial	0	0	0	0	4	0	0	0	0	0	0	0	4
99: Elementary School	0	0	0	0	0	33	28	0	0	0	0	0	61
101: Single Family	0	9	0	0	12	0	0	0	0	0	0	0	21
Site-Generated Trips	0	204	0	0	570	33	28	0	0	0	0	0	
Future Total Volume	180	465	56	2	828	63	32	42	56	85	111	17	

Intersection 8: Skye Canyon Park Drive and Sky Pointe/Fort Apache Road													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	9	0	0	26	0	0	0	0	0	0	0	34
2: Single Family	0	2	0	0	5	0	0	0	0	0	0	0	7
3: Single Family	0	5	0	0	15	0	0	0	0	0	0	0	20
4: Single Family	0	0	4	0	1	0	10	0	0	0	0	0	14
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	1	0	0	0	0	0	1
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	1	0	0	0	0	0	1
10: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	2	0	1	5	0	0	0	0	0	0	0	7
77: Single Family	0	13	0	4	40	0	0	0	1	0	0	0	59
78: Active Adult	0	6	0	24	12	0	0	0	12	0	0	0	53
79: Single Family	0	16	0	17	46	0	0	0	6	0	0	0	85
80: Single Family	0	10	0	6	30	0	0	0	2	0	0	0	48
81: Single Family	0	15	0	5	43	0	0	0	2	0	0	0	65
82: Single Family	0	7	0	4	22	0	0	0	1	0	0	0	33
83: Single Family	0	20	0	7	61	0	0	0	2	0	0	0	91
84: Single Family	0	44	0	50	132	0	0	0	16	0	0	0	243
85: Commercial	0	0	2	0	0	0	2	0	0	0	0	0	4
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
96: Commercial	0	0	2	0	0	0	0	0	4	0	0	0	6
97: Commercial	0	0	0	3	10	0	0	0	0	0	0	0	13
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	8	0	2	10	0	0	0	1	0	0	0	21
Site-Generated Trips	0	157	8	123	456	0	14	0	47	0	0	0	
Future Total Volume	6	345	213	131	883	0	367	0	68	0	0	7	

Intersection 9: Skye Canyon Park Drive and US 95 SPUI							
Zone ID: Name	Eastbound		Westbound		Northwestbound	Southeastbound	Total
	Left	Thru	Left	Thru	Left	Left	
1: Regional Park and Single Family	0	0	26	0	0	0	26
2: Single Family	0	0	5	0	0	0	5
3: Single Family	0	0	15	0	0	0	15
4: Single Family	0	0	10	0	0	0	10
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	3	0	0	0	5	0	8
12: Single Family	2	0	0	0	8	0	10
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	4	0	4
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	2	2	0	5	0	0	8
77: Single Family	7	7	20	21	0	0	54
78: Active Adult	16	0	12	0	0	0	28
79: Single Family	2	5	20	26	0	0	52
80: Single Family	0	4	18	12	0	0	34
81: Single Family	4	4	33	10	0	0	50
82: Single Family	1	2	14	8	0	0	25
83: Single Family	4	5	45	16	0	0	70
84: Single Family	0	21	70	62	0	0	153
85: Commercial	0	0	2	0	0	0	2
86: High School	0	0	0	0	0	0	0
96: Commercial	0	0	0	0	0	2	2
97: Commercial	0	0	3	7	0	0	10
99: Elementary School	0	0	0	0	0	0	0
101: Single Family	0	4	0	10	0	0	14
Site-Generated Trips	39	53	291	176	17	2	
Future Total Volume	169	315	744	449	723	15	

Intersection 10: Fort Apache Road and Sky Pointe Drive/Horse Drive													
Zone ID: Name	Northbound			Westbound			Northeastbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	10	0	0	0	4	0	0	14
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	0	0	1	0	0	1
77: Single Family	0	1	0	0	0	0	0	0	0	0	4	0	5
78: Active Adult	0	12	0	0	0	0	0	0	0	0	24	0	36
79: Single Family	0	6	0	0	0	0	0	0	0	0	17	0	23
80: Single Family	0	2	0	0	0	0	0	0	0	0	6	0	8
81: Single Family	0	2	0	0	0	0	0	0	0	0	5	0	7
82: Single Family	0	1	0	0	0	0	0	0	0	0	4	0	5
83: Single Family	0	2	0	0	0	0	0	0	0	0	7	0	9
84: Single Family	0	16	0	0	0	0	0	0	0	0	50	0	66
85: Commercial	4	0	0	0	0	0	2	0	2	0	0	2	10
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
96: Commercial	0	4	0	0	0	0	0	0	0	0	2	0	6
97: Commercial	0	0	0	0	0	0	0	0	0	0	3	0	3
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	1	0	0	0	0	0	0	0	0	2	0	3
Site-Generated Trips	4	49	0	0	0	10	2	0	2	5	124	2	
Future Total Volume	6	205	2	1	1	102	128	0	4	55	187	102	

Intersection 11: Horse Drive and El Capitan Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	3	0	0	9	0	0	0	0	0	0	0	11
2: Single Family	0	1	0	0	3	0	0	0	0	0	0	0	4
3: Single Family	0	3	0	0	7	0	0	0	0	0	0	0	10
4: Single Family	0	0	2	0	0	10	4	0	0	7	0	0	23
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	1	0	0	0	1	0	0	0	2
77: Single Family	0	2	0	0	6	0	0	0	0	0	0	0	8
78: Active Adult	0	0	0	0	0	0	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	196	0	24	96	0	0	0	0	0	0	49	365
96: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	204	2	24	122	10	4	0	1	7	0	49	
Future Total Volume	27	315	2	29	383	19	8	15	47	8	11	52	

Intersection 12: El Capitan Way and Grand Teton Drive													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	3	0	0	9	0	0	0	0	0	0	0	11
2: Single Family	0	1	0	0	3	0	0	0	0	0	0	0	4
3: Single Family	0	3	0	0	7	0	0	0	0	0	0	0	10
4: Single Family	0	2	0	0	7	0	0	0	0	0	0	0	9
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	1	1	0	0	0	0	0	0	0	2
77: Single Family	0	2	0	4	6	0	0	0	0	0	0	1	13
78: Active Adult	0	10	0	3	21	0	0	0	0	0	0	2	36
79: Single Family	0	5	0	2	15	0	0	0	0	0	0	1	23
80: Single Family	0	2	0	1	5	0	0	0	0	0	0	0	8
81: Single Family	0	1	0	2	3	0	0	0	0	0	0	1	7
82: Single Family	0	1	0	1	3	0	0	0	0	0	0	0	5
83: Single Family	0	1	0	3	4	0	0	0	0	0	0	1	9
84: Single Family	0	14	0	6	44	0	0	0	0	0	0	2	66
85: Commercial	0	4	0	0	2	0	0	0	0	0	0	0	6
86: High School	0	98	0	48	48	0	0	0	0	0	0	98	292
96: Commercial	0	2	0	1	1	0	0	0	0	0	0	2	6
97: Commercial	0	0	0	1	2	0	0	0	0	0	0	0	3
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	1	0	2	0	0	0	0	0	0	0	0	3
Site-Generated Trips	0	149	0	75	181	0	0	0	0	0	0	108	
Future Total Volume	18	269	36	181	594	2	1	84	31	81	91	163	

Intersection 13: Durango Drive and El Capitan Way/Farm Road													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	3	6	0	0	17	0	0	0	0	0	0	9	34
2: Single Family	1	3	0	0	8	0	0	0	0	0	0	3	14
3: Single Family	3	5	0	0	15	0	0	0	0	0	0	7	30
4: Single Family	2	0	0	0	0	0	0	0	0	0	0	7	9
5: Single Family	0	1	0	0	2	0	0	0	0	0	0	0	3
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	6	0	0	16	0	0	0	0	0	0	0	22
8: Single Family	0	0	0	0	1	0	0	0	0	0	0	0	1
9: Single Family	0	5	0	0	14	0	0	0	0	0	0	0	19
10: Single Family	0	0	5	0	0	0	15	0	0	0	0	0	20
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	6	0	0	3	0	0	0	0	0	0	0	9
42: Single Family	0	0	0	0	2	0	0	0	0	0	0	0	2
45: Commercial	0	7	0	0	5	0	0	0	0	0	0	0	12
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
77: Single Family	0	2	0	0	5	0	0	2	0	0	6	0	15
78: Active Adult	8	0	0	0	0	0	0	2	0	0	5	16	31
79: Single Family	4	0	0	0	0	0	0	1	0	0	3	12	20
80: Single Family	1	0	0	0	0	0	0	1	0	0	2	3	7
81: Single Family	0	0	0	0	0	0	0	1	0	0	3	0	4
82: Single Family	1	0	0	0	0	0	0	0	0	0	1	2	4
83: Single Family	0	0	0	0	0	0	0	1	0	0	4	0	5
84: Single Family	11	0	0	0	0	0	0	3	0	0	9	35	58
85: Commercial	4	0	0	0	0	0	0	0	0	0	0	2	6
86: High School	0	0	0	0	0	0	0	98	0	0	48	0	146
96: Commercial	0	0	0	0	0	0	0	2	0	0	1	0	3
97: Commercial	0	0	0	0	0	0	0	0	0	0	2	0	2
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	1	0	2	0	0	0	1	0	0	0	0	4
Site-Generated Trips	37	41	5	2	88	0	15	112	0	0	85	96	
Future Total Volume	152	431	296	40	917	17	797	239	36	53	302	476	

Intersection 14: Durango Drive and US 95 Northbound								
Zone ID: Name	Northeastbound		Southwestbound		Northwestbound			Total
	Left	Thru	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	26	0	0	0	9	34
2: Single Family	0	0	10	0	0	0	4	14
3: Single Family	0	0	22	0	0	0	8	30
4: Single Family	0	0	7	0	0	0	2	9
5: Single Family	0	0	2	0	0	0	1	3
6: Zone	0	0	0	0	0	0	0	0
7: Single Family	0	0	16	0	0	0	6	22
8: Single Family	0	0	1	0	0	0	0	1
9: Single Family	0	0	14	0	0	0	5	19
10: Single Family	0	0	14	1	0	0	5	20
11: Single Family	0	0	0	0	16	0	0	16
12: Single Family	0	0	0	0	8	0	0	8
13: Apartment	1	0	0	0	5	0	0	6
14: Single Family	1	0	0	0	4	0	0	5
41: Commercial	0	0	3	0	0	0	6	9
42: Single Family	0	0	2	0	0	0	0	2
45: Commercial	0	0	5	0	0	0	7	12
47: Commercial	0	0	0	0	4	0	0	4
48: Office	0	0	0	0	0	0	0	0
49: Apartment	1	0	0	0	5	0	0	6
50: Commercial	0	0	0	0	4	0	0	4
51: Commercial	0	0	0	0	4	0	0	4
76: Single Family	5	0	0	0	0	0	0	5
77: Single Family	17	2	5	0	0	0	0	24
78: Active Adult	15	8	16	0	0	0	0	39
79: Single Family	4	4	12	0	0	0	0	20
80: Single Family	5	1	3	0	0	0	0	9
81: Single Family	10	0	0	0	0	0	0	10
82: Single Family	4	1	2	0	0	0	0	7
83: Single Family	13	0	0	0	0	0	0	13
84: Single Family	19	11	35	0	0	0	0	65
85: Commercial	0	0	2	0	0	0	4	6
86: High School	0	0	0	0	0	0	0	0
96: Commercial	0	0	0	0	0	0	0	0
97: Commercial	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0
101: Single Family	4	1	0	0	0	0	0	5
Site-Generated Trips	100	27	197	1	49	0	56	
Future Total Volume	199	663	2040	149	359	0	216	

Intersection 15: Durango Drive and US 95 Southbound							
Zone ID: Name	Northbound		Southwestbound	Southeastbound			Total
	Thru	Right	Thru	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	47	16	0	0	0	63
12: Single Family	0	24	8	0	0	0	31
13: Apartment	1	14	5	0	0	0	20
14: Single Family	1	12	4	0	0	0	17
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	3	4	0	0	0	7
48: Office	0	0	0	0	0	1	1
49: Apartment	1	14	5	0	0	0	20
50: Commercial	0	2	4	0	0	0	6
51: Commercial	0	2	4	0	0	0	6
76: Single Family	5	0	0	0	0	13	18
77: Single Family	19	0	5	0	0	54	78
78: Active Adult	23	0	16	0	0	31	70
79: Single Family	8	0	12	0	0	13	33
80: Single Family	6	0	3	0	0	15	24
81: Single Family	10	0	0	0	0	29	39
82: Single Family	5	0	2	0	0	12	19
83: Single Family	13	0	0	0	0	39	52
84: Single Family	30	0	35	0	0	56	121
85: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0
96: Commercial	0	0	0	0	0	0	0
97: Commercial	0	0	0	0	0	2	2
99: Elementary School	0	0	0	0	0	0	0
101: Single Family	5	0	0	0	0	15	20
Site-Generated Trips	127	117	122	0	0	280	
Future Total Volume	822	1154	1116	165	0	473	

Intersection 100: Log Cabin Way and Sky Pointe Drive					
Zone ID: Name	Southbound	Eastbound	Westbound		Total
	Right	Thru	Thru	Right	
1: Regional Park and Single Family	0	13	37	0	50
2: Single Family	0	4	11	0	15
3: Single Family	0	0	1	0	1
4: Single Family	0	0	1	0	1
5: Single Family	0	0	0	0	0
6: Zone	0	0	0	0	0
7: Single Family	0	0	0	0	0
8: Single Family	0	0	0	0	0
9: Single Family	0	0	0	0	0
10: Single Family	0	0	1	0	1
11: Single Family	0	0	0	0	0
12: Single Family	0	0	0	0	0
13: Apartment	0	0	0	0	0
14: Single Family	0	0	0	0	0
41: Commercial	0	0	0	0	0
42: Single Family	0	0	0	0	0
45: Commercial	0	0	0	0	0
47: Commercial	0	0	0	0	0
48: Office	0	0	0	0	0
49: Apartment	0	0	0	0	0
50: Commercial	0	0	0	0	0
51: Commercial	0	0	0	0	0
76: Single Family	0	14	39	0	52
77: Single Family	0	49	148	0	197
78: Active Adult	0	62	126	0	187
79: Single Family	0	9	25	0	33
80: Single Family	0	7	26	0	33
81: Single Family	0	17	51	0	68
82: Single Family	0	7	23	0	30
83: Single Family	0	23	67	0	89
84: Single Family	0	43	129	0	172
85: Commercial	0	0	0	0	0
86: High School	0	0	0	0	0
96: Commercial	9	4	0	19	32
97: Commercial	0	0	0	0	0
99: Elementary School	0	0	0	0	0
101: Single Family	0	9	39	0	48
Site-Generated Trips	9	258	722	19	
Future Total Volume	9	272	740	19	

Intersection 101: Log Cabin Way and Woodside-Shea/O'Hare Road														
Zone ID: Name	Northeastbound				Southwestbound			Northwestbound			Southeastbound			Total
	U-T	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	13	0	0	37	0	0	0	0	0	0	0	50
2: Single Family	0	0	4	0	0	11	0	0	0	0	0	0	0	15
3: Single Family	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4: Single Family	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	14	0	0	39	0	0	0	0	0	0	0	52
77: Single Family	0	0	49	0	0	148	0	0	0	0	0	0	0	197
78: Active Adult	0	55	6	0	0	13	4	0	14	0	8	28	113	240
79: Single Family	0	0	0	9	0	0	0	25	0	0	0	0	0	33
80: Single Family	0	0	0	7	0	0	0	26	0	0	0	0	0	33
81: Single Family	0	0	0	17	0	0	0	51	0	0	0	0	0	68
82: Single Family	0	0	0	7	0	0	0	23	0	0	0	0	0	30
83: Single Family	0	0	0	23	0	0	0	67	0	0	0	0	0	89
84: Single Family	0	0	0	43	0	0	0	129	0	0	0	0	0	172
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	48	0	0	0	0	98	0	0	0	146
96: Commercial	3	0	0	1	0	6	0	10	0	0	0	0	0	20
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	0	9	0	0	39	0	0	0	0	0	0	0	48
Site-Generated Trips	3	55	94	106	48	295	4	330	14	98	8	28	113	
Future Total Volume	3	55	116	106	48	348	4	330	14	98	8	28	113	

Intersection 102: Log Cabin Way and Collector Road							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Regional Park and Single Family	0	0	0	13	37	0	50
2: Single Family	0	0	0	4	11	0	15
3: Single Family	0	0	0	0	1	0	1
4: Single Family	0	0	0	0	1	0	1
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	1	0	1
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	7	39	14	0	0	2	60
77: Single Family	55	148	49	0	0	18	270
78: Active Adult	0	13	6	8	4	0	31
79: Single Family	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0
86: High School	147	0	0	98	48	72	365
96: Commercial	0	3	0	0	3	0	6
97: Commercial	0	0	0	0	0	0	0
99: Elementary School	20	0	0	0	0	17	37
101: Single Family	12	39	9	0	0	10	70
Site-Generated Trips	241	241	78	122	106	119	
Future Total Volume	241	241	78	144	159	119	

Intersection 103: Connector Road and Parcel A/C													
Zone ID: Name	Southbound			Eastbound			Southwestbound			Northwestbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	45	0	0	0	0	15	60
77: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	10	0	0	0	5	0	0	14
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	49	0	0	0	0	24	73
96: Commercial	0	0	0	0	0	0	1	0	0	0	0	0	1
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	10	0	0	0	0	8	18
101: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	10	105	0	0	5	0	47	
Future Total Volume	0	0	0	0	0	10	105	0	0	5	0	47	

Intersection 104: Connector Road and Parcel B-C													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	15	0	0	45	0	60
77: Single Family	0	0	0	203	0	0	0	0	67	0	0	0	270
78: Active Adult	0	0	3	0	0	0	2	5	0	0	10	0	19
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	49	49	0	0	24	24	24	0	49	0	219
96: Commercial	0	0	1	1	0	0	0	0	0	0	1	0	3
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	3	7	0	0	3	8	6	0	10	0	37
101: Single Family	0	0	51	0	0	0	19	0	0	0	0	0	70
Site-Generated Trips	0	0	107	260	0	0	48	52	97	0	115	0	
Future Total Volume	0	0	107	260	0	0	48	52	97	0	115	0	

Intersection 105: O'Hare Road and Parcel F/G													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
77: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	0	0	14	0	0	28	0	41
79: Single Family	0	0	0	0	0	0	0	25	0	0	9	0	33
80: Single Family	0	0	0	0	0	0	0	26	0	0	7	0	33
81: Single Family	0	0	0	0	0	51	0	0	0	17	0	0	68
82: Single Family	23	0	26	0	0	0	8	0	0	0	0	7	63
83: Single Family	0	0	0	0	0	0	0	67	0	0	23	0	89
84: Single Family	0	0	0	0	0	0	0	129	0	0	43	0	172
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	49	0	0	0	0	49	0	0	0	24	0	24	146
96: Commercial	1	0	0	0	0	1	0	8	0	0	1	0	11
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	10	0	0	0	8	0	0	0	0	0	18
101: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	73	0	36	0	0	101	16	268	0	41	109	31	
Future Total Volume	73	0	36	0	0	101	16	268	0	41	109	31	

Intersection 106: O'Hare Road and Local Street A							
Zone ID: Name	Northeastbound		Northwestbound		Southeastbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Family	0	0	0	0	0	0	0
78: Active Adult	0	0	0	14	28	0	41
79: Single Family	0	0	0	25	9	0	33
80: Single Family	0	0	0	26	7	0	33
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	8	26	0	33
83: Single Family	0	0	0	67	23	0	89
84: Single Family	129	50	11	0	0	43	232
85: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0
96: Commercial	1	0	0	7	1	0	9
97: Commercial	0	0	0	0	0	0	0
99: Elementary School	0	0	0	8	10	0	18
101: Single Family	0	0	0	0	0	0	0
Site-Generated Trips	130	50	11	154	102	43	
Future Total Volume	130	50	11	154	102	43	

Intersection 107: O'Hare Road and Local Street B							
Zone ID: Name	Northbound		Westbound		Southeastbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Family	0	0	0	0	0	0	0
78: Active Adult	0	0	0	14	28	0	41
79: Single Family	0	0	0	25	9	0	33
80: Single Family	0	0	0	26	7	0	33
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	8	26	0	33
83: Single Family	67	68	22	0	0	23	180
84: Single Family	0	132	50	11	50	0	243
85: Commercial	0	0	0	0	0	0	0
86: High School	0	98	48	0	0	0	146
96: Commercial	1	0	0	6	1	0	8
97: Commercial	0	0	0	0	0	0	0
99: Elementary School	0	13	12	8	10	0	43
101: Single Family	0	0	0	0	0	0	0
Site-Generated Trips	68	311	132	97	129	23	
Future Total Volume	68	311	132	97	129	23	

Intersection 108: O'Hare Road and Parcel F							
Zone ID: Name	Eastbound		Southwestbound		Southeastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Family	0	0	0	0	0	0	0
78: Active Adult	0	28	14	0	0	0	41
79: Single Family	0	9	25	0	0	0	33
80: Single Family	0	7	26	0	0	0	33
81: Single Family	0	0	0	17	48	0	65
82: Single Family	0	26	8	0	0	0	33
83: Single Family	0	68	22	0	0	0	91
84: Single Family	0	182	61	0	0	0	243
85: Commercial	0	0	0	0	0	0	0
86: High School	0	98	48	0	0	0	146
96: Commercial	0	1	6	0	0	0	7
97: Commercial	0	0	0	0	0	0	0
99: Elementary School	0	23	20	8	10	0	61
101: Single Family	0	0	0	0	0	0	0
Site-Generated Trips	0	441	229	25	58	0	
Future Total Volume	0	441	229	25	58	0	

Intersection 109: O'Hare Road and Parcel D/E													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
77: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	0	0	28	0	0	14	0	41
79: Single Family	0	0	0	63	0	25	9	0	0	0	0	22	118
80: Single Family	26	0	36	0	0	0	0	0	7	12	0	0	81
81: Single Family	0	0	0	0	0	0	0	48	0	0	17	0	65
82: Single Family	0	0	0	0	0	0	0	26	0	0	8	0	33
83: Single Family	0	0	0	0	0	0	0	68	0	0	22	0	91
84: Single Family	0	0	0	0	0	0	0	182	0	0	61	0	243
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	49	49	0	0	0	98	0	24	48	24	292
96: Commercial	1	0	0	0	0	1	0	1	0	0	4	0	7
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	3	10	0	0	0	33	0	3	28	8	85
101: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	27	0	88	122	0	26	9	483	7	39	201	54	
Future Total Volume	27	0	88	122	0	26	9	483	7	39	201	54	

Intersection 110: Local Street A and Parcel J West							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Family	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0
84: Single Family	0	14	0	0	5	0	18
85: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0
96: Commercial	0	0	0	0	0	0	0
97: Commercial	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0
101: Single Family	0	0	0	0	0	0	0
Site-Generated Trips	0	14	0	0	5	0	
Future Total Volume	0	14	0	0	5	0	

Intersection 111: Local Street A and Parcel J East							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Family	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0
84: Single Family	0	165	14	0	48	5	232
85: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0
96: Commercial	0	1	0	0	0	0	1
97: Commercial	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0
101: Single Family	0	0	0	0	0	0	0
Site-Generated Trips	0	166	14	0	48	5	
Future Total Volume	0	166	14	0	48	5	

Intersection 112: Local Street B and Parcel H/J							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Family	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0
83: Single Family	45	0	0	0	0	135	180
84: Single Family	0	50	132	0	0	0	182
85: Commercial	0	0	0	0	0	0	0
86: High School	24	24	49	0	0	49	146
96: Commercial	0	0	0	0	0	1	1
97: Commercial	0	0	0	0	0	0	0
99: Elementary School	3	9	10	0	0	3	25
101: Single Family	0	0	0	0	0	0	0
Site-Generated Trips	72	83	191	0	0	188	
Future Total Volume	72	83	191	0	0	188	

Intersection 203: El Capitan Way and Log Cabin Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	3	0	0	0	0	0	0	17	9	0	6	0	34
2: Single Family	0	0	1	0	0	6	2	4	0	3	11	0	26
3: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	0	1	0	0	0	1
77: Single Family	2	0	0	0	0	0	0	5	6	0	2	0	15
78: Active Adult	0	0	0	0	0	0	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	293	98	0	0	0	0	0	72	192	0	146	0	801
96: Commercial	0	0	0	0	0	0	0	0	0	0	1	0	1
97: Commercial	0	0	0	0	0	0	0	0	0	0	2	0	2
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
Site-Generated Trips	298	98	1	0	0	6	2	98	208	3	169	0	
Future Total Volume	302	100	1	0	2	9	2	116	234	12	201	0	

Intersection 204: Durango Drive and Log Cabin Way							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Regional Park and Single Family	6	0	0	0	0	17	23
2: Single Family	3	0	0	0	0	8	11
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Family	2	0	0	0	0	5	7
78: Active Adult	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	146	72	0	218
96: Commercial	0	0	0	1	0	0	1
97: Commercial	0	0	0	2	0	0	2
99: Elementary School	0	0	0	0	0	0	0
101: Single Family	1	0	0	0	0	0	1
Site-Generated Trips	11	0	0	149	72	30	
Future Total Volume	16	76	149	175	83	37	

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 8 AM Buildout_181206
Report File: J:\...\5_181206_AM Buildout_3400 units.pdf
1/6/2019

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Regional Park and Single Family		210	Dwelling Units	0.740	160.000	25.00	75.00	30	88	118	2.86
2: Single Family		210	Dwelling Units	0.740	49.000	25.00	75.00	9	27	36	0.87
3: Single Family		210	Dwelling Units	0.740	69.000	25.00	75.00	13	38	51	1.24
4: Single Family		210	Dwelling Units	0.740	32.000	25.00	75.00	6	18	24	0.58
5: Single Family		210	Dwelling Units	0.740	4.000	25.00	75.00	1	2	3	0.07
6: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
7: Single Family		210	Dwelling Units	0.740	40.000	25.00	75.00	8	22	30	0.73
8: Single Family		210	Dwelling Units	0.740	2.000	25.00	75.00	0	1	1	0.02
9: Single Family		210	Dwelling Units	0.740	37.000	25.00	75.00	7	20	27	0.65
10: Single Family		210	Dwelling Units	0.740	36.000	25.00	75.00	7	20	27	0.65
11: Single Family		210	Dwelling Units	0.740	195.000	25.00	75.00	36	108	144	3.49
12: Single Family		210	Dwelling Units	0.740	143.000	25.00	75.00	26	80	106	2.57
13: Apartment		221	Dwelling Units	0.360	150.000	26.00	74.00	14	40	54	1.31
14: Single Family		210	Dwelling Units	0.740	59.000	25.00	75.00	11	33	44	1.07
41: Commercial		820	1000 Square Feet	0.940	10.000	62.00	38.00	6	3	9	0.22
42: Single Family		210	Dwelling Units	0.740	3.000	25.00	75.00	0	2	2	0.05
45: Commercial		820	1000 Square Feet	0.940	17.500	62.00	38.00	10	6	16	0.39
47: Commercial		820	1000 Square Feet	0.940	22.000	62.00	38.00	13	8	21	0.51
48: Office		710	1000 Square Feet	1.160	30.000	86.00	14.00	30	5	35	0.85
49: Apartment		221	Dwelling Units	0.360	150.000	26.00	74.00	14	40	54	1.31
50: Commercial		820	1000 Square Feet	0.940	17.000	62.00	38.00	10	6	16	0.39
51: Commercial		820	1000 Square Feet	0.940	17.000	62.00	38.00	10	6	16	0.39
76: Single Family		210	Dwelliin g Units	0.580	103.000	25.00	75.00	15	45	60	1.45

77: Single Family		210	Dwelling Units	0.580	468.000	25.00	75.00	68	203	271	6.57
78: Active Adult		251	Dwelling Units	0.240	1,000.000	33.00	67.00	79	161	240	5.82
79: Single Family		210	Dwelling Units	0.580	202.000	25.00	75.00	29	88	117	2.84
80: Single Family		210	Dwelling Units	0.580	141.000	25.00	75.00	20	62	82	1.99
81: Single Family		210	Dwelling Units	0.580	228.000	25.00	75.00	33	99	132	3.20
82: Single Family		210	Dwelling Units	0.580	111.000	25.00	75.00	16	48	64	1.55
83: Single Family		210	Dwelling Units	0.580	310.000	25.00	75.00	45	135	180	4.36
84: Single Family		210	Dwelling Units	0.580	716.000	25.00	75.00	104	311	415	10.06
85: Commercial		820	1000 Square Feet	0.940	10.237	62.00	38.00	6	4	10	0.24
86: High School		530	Students	0.520	2,800.000	67.00	33.00	976	480	1456	35.30
96: Commercial		820	1000 Square Feet	0.940	25.918	62.00	38.00	15	9	24	0.58
97: Commercial		820	1000 Square Feet	0.940	51.401	62.00	38.00	30	18	48	1.16
99: Elementary School		520	Students	0.670	182.000	54.00	46.00	66	56	122	2.96
101: Single Family		210	Dwelling Units	0.580	121.000	25.00	75.00	18	52	70	1.70
					Added Trips Total			**1781**	**2344**	**4125**	**100.00**

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Scenario 8 AM Buildout_181206
Report File: J:\...\5_181206_AM Buildout_3400 units.pdf
1/6/2019

Trip Distribution summary

Zone / Gate	Zone 1: Regional Park and Single Family			
	To Regional Park and Single Family:		From Regional Park and Single Family:	
	Share %	Trips	Share %	Trips
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	97.00	85
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	3
55: Gate	97.00	29	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0

Zone / Gate	Zone 2: Single Family			
	To Single Family:		From Single Family:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	26
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	97.00	9	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0

58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**30**	**100.00**	**88**

58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**9**	**100.00**	**27**

	Zone 3: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0

	Zone 4: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0

80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	3.00	1	38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	37	39: Gate	0.00	0	97.00	17
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1	53: Gate	0.00	0	3.00	1
55: Gate	97.00	13	0.00	0	55: Gate	97.00	6	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0	94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0	95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0	103: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**103.00**	**39**	**Total**	**100.00**	**6**	**100.00**	**18**

	Zone 5: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

	Zone 6: Zone			
	To Zone:		From Zone:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	2
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	97.00	1	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0

5: Single Family	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	0
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	97.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0

75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**1**	**100.00**	**2**

75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**0**	**100.00**	**0**

	Zone 7: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	74.00	16
44: Gate	23.00	2	23.00	5
46: Gate	0.00	0	0.00	0

	Zone 8: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	77.00	1
44: Gate	23.00	0	23.00	0
46: Gate	0.00	0	0.00	0

53: Gate	0.00	0	3.00	1
55: Gate	74.00	6	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**8**	**100.00**	**22**

53: Gate	0.00	0	0.00	0
55: Gate	77.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**0**	**100.00**	**1**

	Zone 9: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0

	Zone 10: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0

76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	74.00	14
44: Gate	23.00	2	23.00	5
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	74.00	5	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**20**

76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	74.00	14
44: Gate	23.00	2	23.00	5
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	74.00	5	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**20**

Zone / Gate	Zone 11: Single Family			
	To Single Family:		From Single Family:	
	Share %	Trips	Share %	Trips

Zone / Gate	Zone 12: Single Family			
	To Single Family:		From Single Family:	
	Share %	Trips	Share %	Trips

1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	58.00	63
44: Gate	0.00	0	0.00	0
46: Gate	39.00	14	39.00	42
53: Gate	0.00	0	3.00	3
55: Gate	58.00	21	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0

1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	58.00	47
44: Gate	0.00	0	0.00	0
46: Gate	39.00	10	39.00	31
53: Gate	0.00	0	3.00	2
55: Gate	58.00	15	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0

70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**36**	**100.00**	**108**

70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**26**	**100.00**	**80**

	Zone 13: Apartment			
	To Apartment:		From Apartment:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0

	Zone 14: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0

101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	14
44: Gate	23.00	3	23.00	9
46: Gate	39.00	5	39.00	16
53: Gate	0.00	0	3.00	1
55: Gate	35.00	5	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**100.00**	**40**

101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	12
44: Gate	23.00	3	23.00	8
46: Gate	39.00	4	39.00	12
53: Gate	0.00	0	3.00	1
55: Gate	35.00	4	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**11**	**100.00**	**33**

	Zone 41: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0

	Zone 42: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0

47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0	77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0	38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	97.00	3	39: Gate	0.00	0	77.00	2
44: Gate	0.00	0	0.00	0	44: Gate	23.00	0	23.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0	53: Gate	0.00	0	0.00	0
55: Gate	97.00	6	0.00	0	55: Gate	77.00	0	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0	94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0	95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0	103: Gate	0.00	0	0.00	0
Total	**100.00**	**6**	**100.00**	**3**	**Total**	**100.00**	**0**	**100.00**	**2**

Zone / Gate	Zone 45: Commercial			
	To Commercial:		From Commercial:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	74.00	5
44: Gate	23.00	2	23.00	1
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	74.00	7	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0

Zone / Gate	Zone 47: Commercial			
	To Commercial:		From Commercial:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	58.00	5
44: Gate	0.00	0	0.00	0
46: Gate	39.00	5	39.00	3
53: Gate	0.00	0	3.00	0
55: Gate	58.00	8	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0

66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**9**	**100.00**	**6**

66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**100.00**	**8**

	Zone 48: Office			
	To Office:		From Office:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0

	Zone 49: Apartment			
	To Apartment:		From Apartment:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0

97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	2
44: Gate	23.00	7	23.00	1
46: Gate	39.00	12	39.00	2
53: Gate	0.00	0	3.00	0
55: Gate	35.00	11	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**5**

97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	14
44: Gate	23.00	3	23.00	9
46: Gate	39.00	5	39.00	16
53: Gate	0.00	0	3.00	1
55: Gate	35.00	5	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**100.00**	**40**

	Zone 50: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0

	Zone 51: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0

13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0	77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0	38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	2	39: Gate	0.00	0	35.00	2
44: Gate	23.00	2	23.00	1	44: Gate	23.00	2	23.00	1
46: Gate	39.00	4	39.00	3	46: Gate	39.00	4	39.00	3
53: Gate	0.00	0	3.00	0	53: Gate	0.00	0	3.00	0
55: Gate	35.00	4	0.00	0	55: Gate	35.00	4	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0

94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**10**	**100.00**	**6**

94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**10**	**100.00**	**6**

	Zone 76: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	33.00	15
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	33.00	5	0.00	0
56: Gate	0.00	0	10.00	5
57: Gate	10.00	2	0.00	0
58: Gate	0.00	0	20.00	9
59: Gate	20.00	3	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0

	Zone 77: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	2	0.00	0
39: Gate	0.00	0	33.00	67
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	6
55: Gate	33.00	22	0.00	0
56: Gate	0.00	0	10.00	20
57: Gate	10.00	7	0.00	0
58: Gate	0.00	0	20.00	41
59: Gate	20.00	14	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0

62: Gate	0.00	0	24.00	11
63: Gate	24.00	4	0.00	0
64: Gate	0.00	0	5.00	2
65: Gate	5.00	1	0.00	0
66: Gate	0.00	0	3.00	1
67: Gate	3.00	0	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**15**	**100.00**	**45**

62: Gate	0.00	0	24.00	49
63: Gate	24.00	16	0.00	0
64: Gate	0.00	0	5.00	10
65: Gate	5.00	3	0.00	0
66: Gate	0.00	0	3.00	6
67: Gate	3.00	2	0.00	0
68: Gate	0.00	0	2.00	4
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**67**	**100.00**	**203**

	Zone 78: Active Adult			
	To Active Adult:		From Active Adult:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0

	Zone 79: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0

84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	2	0.00	0
39: Gate	0.00	0	33.00	53
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	5
55: Gate	33.00	26	0.00	0
56: Gate	0.00	0	10.00	16
57: Gate	10.00	8	0.00	0
58: Gate	0.00	0	20.00	32
59: Gate	20.00	16	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	39
63: Gate	24.00	19	0.00	0
64: Gate	0.00	0	5.00	8
65: Gate	5.00	4	0.00	0
66: Gate	0.00	0	3.00	5
67: Gate	3.00	2	0.00	0
68: Gate	0.00	0	2.00	3
69: Gate	2.00	2	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**79**	**100.00**	**161**

84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	28
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	3
55: Gate	33.00	10	0.00	0
56: Gate	0.00	0	10.00	9
57: Gate	10.00	3	0.00	0
58: Gate	0.00	0	20.00	18
59: Gate	20.00	6	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	21
63: Gate	24.00	7	0.00	0
64: Gate	0.00	0	5.00	4
65: Gate	5.00	1	0.00	0
66: Gate	0.00	0	3.00	3
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	2
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**30**	**100.00**	**88**

	Zone 80: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0

	Zone 81: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0

9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	21
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	2
55: Gate	33.00	7	0.00	0
56: Gate	0.00	0	10.00	6
57: Gate	10.00	2	0.00	0
58: Gate	0.00	0	20.00	12
59: Gate	20.00	4	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	15
63: Gate	24.00	5	0.00	0
64: Gate	0.00	0	5.00	3
65: Gate	5.00	1	0.00	0
66: Gate	0.00	0	3.00	2
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0

9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	32
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	3
55: Gate	33.00	11	0.00	0
56: Gate	0.00	0	10.00	10
57: Gate	10.00	3	0.00	0
58: Gate	0.00	0	20.00	20
59: Gate	20.00	7	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	24
63: Gate	24.00	8	0.00	0
64: Gate	0.00	0	5.00	5
65: Gate	5.00	2	0.00	0
66: Gate	0.00	0	3.00	3
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	2
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0

90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**21**	**100.00**	**62**

90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**34**	**100.00**	**99**

	Zone 82: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	33.00	16
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	33.00	5	0.00	0
56: Gate	0.00	0	10.00	5
57: Gate	10.00	2	0.00	0

	Zone 83: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	44
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	4
55: Gate	33.00	15	0.00	0
56: Gate	0.00	0	10.00	14
57: Gate	10.00	5	0.00	0

58: Gate	0.00	0	20.00	10
59: Gate	20.00	3	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	12
63: Gate	24.00	4	0.00	0
64: Gate	0.00	0	5.00	2
65: Gate	5.00	1	0.00	0
66: Gate	0.00	0	3.00	1
67: Gate	3.00	0	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**15**	**100.00**	**48**

58: Gate	0.00	0	20.00	27
59: Gate	20.00	9	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	32
63: Gate	24.00	11	0.00	0
64: Gate	0.00	0	5.00	7
65: Gate	5.00	2	0.00	0
66: Gate	0.00	0	3.00	4
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	3
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**45**	**100.00**	**135**

	Zone 84: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0

	Zone 85: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0

79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	3	0.00	0	38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	33.00	103	39: Gate	0.00	0	97.00	4
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	9	53: Gate	0.00	0	3.00	0
55: Gate	33.00	34	0.00	0	55: Gate	97.00	6	0.00	0
56: Gate	0.00	0	10.00	31	56: Gate	0.00	0	0.00	0
57: Gate	10.00	10	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	20.00	62	58: Gate	0.00	0	0.00	0
59: Gate	20.00	21	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	75	62: Gate	0.00	0	0.00	0
63: Gate	24.00	25	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	5.00	16	64: Gate	0.00	0	0.00	0
65: Gate	5.00	5	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	3.00	9	66: Gate	0.00	0	0.00	0
67: Gate	3.00	3	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	2.00	6	68: Gate	0.00	0	0.00	0
69: Gate	2.00	2	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0	94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0	95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0	103: Gate	0.00	0	0.00	0
Total	**100.00**	**103**	**100.00**	**311**	**Total**	**100.00**	**6**	**100.00**	**4**

	Zone 86: High School			
	To High School:		From High School:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

	Zone 96: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

5: Single Family	0.00	0	0.00	0	5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0	6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0	7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0	8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0	9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0	10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0	11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0	12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0	77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0	38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	0.00	0	39: Gate	0.00	0	15.00	6
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	0.00	0	53: Gate	0.00	0	0.00	0
55: Gate	0.00	0	0.00	0	55: Gate	15.00	2	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	5.00	0
57: Gate	0.00	0	0.00	0	57: Gate	5.00	1	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	10.00	48	66: Gate	0.00	0	10.00	1
67: Gate	10.00	98	0.00	0	67: Gate	10.00	2	0.00	0
68: Gate	0.00	0	10.00	48	68: Gate	0.00	0	10.00	1
69: Gate	10.00	98	0.00	0	69: Gate	10.00	2	0.00	0
70: Gate	0.00	0	5.00	24	70: Gate	0.00	0	0.00	0
71: Gate	5.00	49	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	15.00	72	72: Gate	0.00	0	10.00	1
73: Gate	15.00	146	0.00	0	73: Gate	10.00	2	0.00	0
74: Gate	0.00	0	15.00	72	74: Gate	0.00	0	5.00	0

75: Gate	15.00	146	0.00	0
87: Gate	5.00	49	5.00	24
88: Gate	5.00	49	5.00	24
89: Gate	0.00	0	0.00	0
90: Gate	5.00	49	5.00	24
91: Gate	5.00	49	5.00	24
92: Gate	5.00	49	5.00	24
93: Gate	5.00	49	5.00	24
94: Gate	5.00	49	5.00	24
95: Gate	5.00	49	5.00	24
103: Gate	5.00	49	5.00	24
Total	**100.00**	**978**	**100.00**	**480**

75: Gate	5.00	1	0.00	0
87: Gate	5.00	1	5.00	0
88: Gate	5.00	1	5.00	0
89: Gate	0.00	0	0.00	0
90: Gate	5.00	1	5.00	0
91: Gate	5.00	1	5.00	0
92: Gate	5.00	1	5.00	0
93: Gate	5.00	1	5.00	0
94: Gate	5.00	1	5.00	0
95: Gate	5.00	1	5.00	0
103: Gate	5.00	1	5.00	0
Total	**100.00**	**19**	**100.00**	**9**

	Zone 97: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	1.00	0	0.00	0
39: Gate	0.00	0	6.00	1
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0

	Zone 99: Elementary School			
	To Elementary School:		From Elementary School:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	0.00	0
44: Gate	0.00	0	0.00	0

53: Gate	0.00	0	1.00	0
55: Gate	6.00	2	0.00	0
56: Gate	0.00	0	1.00	0
57: Gate	1.00	0	0.00	0
58: Gate	0.00	0	41.00	7
59: Gate	41.00	12	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	11.00	2
63: Gate	11.00	3	0.00	0
64: Gate	0.00	0	15.00	3
65: Gate	15.00	5	0.00	0
66: Gate	0.00	0	9.00	2
67: Gate	9.00	3	0.00	0
68: Gate	0.00	0	6.00	1
69: Gate	6.00	2	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	5.00	1
73: Gate	5.00	2	0.00	0
74: Gate	0.00	0	5.00	1
75: Gate	5.00	2	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**18**

46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	0.00	0
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	15.00	10	15.00	8
88: Gate	10.00	7	10.00	6
89: Gate	0.00	0	0.00	0
90: Gate	15.00	10	15.00	8
91: Gate	5.00	3	5.00	3
92: Gate	15.00	10	15.00	8
93: Gate	15.00	10	15.00	8
94: Gate	5.00	3	5.00	3
95: Gate	15.00	10	15.00	9
103: Gate	5.00	3	5.00	3
Total	**100.00**	**66**	**100.00**	**56**

	Zone 101: Single Family			
	To Single Family :		From Single Family :	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0

50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	17
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	2
55: Gate	33.00	6	0.00	0
56: Gate	0.00	0	10.00	5
57: Gate	10.00	2	0.00	0
58: Gate	0.00	0	20.00	10
59: Gate	20.00	4	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	12
63: Gate	24.00	4	0.00	0
64: Gate	0.00	0	5.00	3
65: Gate	5.00	1	0.00	0
66: Gate	0.00	0	3.00	2
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**19**	**100.00**	**52**

Intersection Level Of Service Report
Intersection 1: Kyle Canyon Road / Oso Blanca Road

Control Type:	Two-way stop	Delay (sec / veh):	42.7
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name	Oso Blanca Road			Oso Blanca Road			Kyle Canyon Road			Kyle Canyon Road			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			Yes			No			

Volumes

Name	Oso Blanca Road			Oso Blanca Road			Kyle Canyon Road			Kyle Canyon Road			
Base Volume Input [veh/h]	30	8	0	1	96	66	91	0	64	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	102	4	51	3	6	0	0	3	132	0	65	0	3
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	112	0	35	0	72	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	12	51	4	102	66	91	115	196	35	65	72	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	33	3	13	1	26	17	23	29	49	9	16	18	1
Total Analysis Volume [veh/h]	132	12	51	4	102	66	91	115	196	35	65	72	3
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.58	0.04	0.06	0.01	0.36	0.07	0.06	0.00	0.00	0.05	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	42.72	38.20	9.64	22.97	24.84	15.70	7.51	0.00	0.00	10.73	8.31	0.00	0.00
Movement LOS	E	E	A	C	C	C	A	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	3.64	3.64	0.20	2.19	2.19	2.19	0.19	0.00	0.00	0.35	0.35	0.00	0.00
95th-Percentile Queue Length [ft/ln]	90.91	90.91	4.92	54.71	54.71	54.71	4.76	0.00	0.00	8.63	8.63	0.00	0.00
d_A, Approach Delay [s/veh]	33.79			21.29			1.70			5.23			
Approach LOS	D			C			A			A			
d_I, Intersection Delay [s/veh]	12.55												
Intersection LOS	E												

Intersection Level Of Service Report
Intersection 2: Kyle Canyon Road / US 95 SB DDI

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.108

Intersection Setup

Name				Kyle Canyon Road			Kyle Canyon Road					
Approach	Eastbound			Westbound			Northeastbound			Southwestbound		
Lane Configuration												
Turning Movement	Thru	Thru	Right	Thru	Thru	Right	Left	Thru	Thru	Left	Thru	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name				Kyle Canyon Road			Kyle Canyon Road					
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	54	0	0	0	0	36	0	0	0
Site-Generated Trips [veh/h]	0	0	0	107	0	0	0	0	147	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	161	0	0	0	0	183	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	40	0	0	0	0	46	0	0	0
Total Analysis Volume [veh/h]	0	0	0	161	0	0	0	0	183	0	0	0
Presence of On-Street Parking				No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	0	1	0	0	0	0	2	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	5	0	0	0	0	5	0	0	0
Maximum Green [s]	0	0	0	30	0	0	0	0	30	0	0	0
Amber [s]	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
All red [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
Split [s]	0	0	0	70	0	0	0	0	70	0	0	0
Vehicle Extension [s]	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0
Walk [s]	0	0	0	5	0	0	0	0	5	0	0	0
Pedestrian Clearance [s]	0	0	0	10	0	0	0	0	10	0	0	0
Rest In Walk				No					No			
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
Minimum Recall				No					No			
Maximum Recall				No					No			
Pedestrian Recall				No					No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group		C	C	
C, Cycle Length [s]		140	140	
L, Total Lost Time per Cycle [s]		6.00	6.00	
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	
l2, Clearance Lost Time [s]		4.00	4.00	
g_i, Effective Green Time [s]		64	64	
g / C, Green / Cycle		0.46	0.46	
(v / s)_i Volume / Saturation Flow Rate		0.05	0.06	
s, saturation flow rate [veh/h]		3192	3192	
c, Capacity [veh/h]		1459	1459	
d1, Uniform Delay [s]		21.72	21.88	
k, delay calibration		0.50	0.50	
I, Upstream Filtering Factor		1.00	1.00	
d2, Incremental Delay [s]		0.15	0.18	
d3, Initial Queue Delay [s]		0.00	0.00	
Rp, platoon ratio		1.00	1.00	
PF, progression factor		1.00	1.00	

Lane Group Results

X, volume / capacity		0.11	0.13	
d, Delay for Lane Group [s/veh]		21.88	22.06	
Lane Group LOS		C	C	
Critical Lane Group		Yes	Yes	
50th-Percentile Queue Length [veh/ln]		1.58	1.81	
50th-Percentile Queue Length [ft/ln]		39.40	45.13	
95th-Percentile Queue Length [veh/ln]		2.84	3.25	
95th-Percentile Queue Length [ft/ln]		70.93	81.23	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	21.88	0.00	0.00	0.00	0.00	22.06	0.00	0.00	0.00
Movement LOS				C					C			
d_A, Approach Delay [s/veh]	0.00			21.88			22.06			0.00		
Approach LOS	A			C			C			A		
d_I, Intersection Delay [s/veh]	21.97											
Intersection LOS	C											
Intersection V/C	0.108											

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Kyle Canyon Road and US 95 NB DDI

Control Type:	Signalized	Delay (sec / veh):	22.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.215

Intersection Setup

Name	Kyle Canyon Road									Kyle Canyon Road		
Approach	Eastbound			Westbound			Northeastbound			Southwestbound		
Lane Configuration												
Turning Movement	Thru	Thru	Right	Thru	Thru	Right	Left	Thru	Thru	Left	Thru	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Kyle Canyon Road									Kyle Canyon Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	26	0	0	0	0	0	0	0	0	0	28	0
Site-Generated Trips [veh/h]	187	0	0	0	0	0	0	0	0	0	445	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	213	0	0	0	0	0	0	0	0	0	473	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	0	0	0	0	0	0	0	0	0	118	0
Total Analysis Volume [veh/h]	213	0	0	0	0	0	0	0	0	0	473	0
Presence of On-Street Parking	No		No							No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	8	0	0	0	0	0	0	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0	0	0	5	0
Maximum Green [s]	30	0	0	0	0	0	0	0	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	70	0	0	0	0	0	0	0	0	0	70	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	5	0	0	0	0	0	0	0	0	0	5	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0	0	0	10	0
Rest In Walk	No										No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No										No	
Maximum Recall	No										No	
Pedestrian Recall	No										No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C			C
C, Cycle Length [s]	140			140
L, Total Lost Time per Cycle [s]	4.00			4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00			0.00
l2, Clearance Lost Time [s]	2.00			2.00
g_i, Effective Green Time [s]	66			66
g / C, Green / Cycle	0.47			0.47
(v / s)_i Volume / Saturation Flow Rate	0.07			0.15
s, saturation flow rate [veh/h]	3192			3192
c, Capacity [veh/h]	1505			1505
d1, Uniform Delay [s]	20.96			22.96
k, delay calibration	0.50			0.50
I, Upstream Filtering Factor	1.00			1.00
d2, Incremental Delay [s]	0.20			0.55
d3, Initial Queue Delay [s]	0.00			0.00
Rp, platoon ratio	1.00			1.00
PF, progression factor	1.00			1.00

Lane Group Results

X, volume / capacity	0.14			0.31
d, Delay for Lane Group [s/veh]	21.15			23.51
Lane Group LOS	C			C
Critical Lane Group	Yes			Yes
50th-Percentile Queue Length [veh/ln]	2.06			5.02
50th-Percentile Queue Length [ft/ln]	51.44			125.52
95th-Percentile Queue Length [veh/ln]	3.70			8.70
95th-Percentile Queue Length [ft/ln]	92.60			217.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.51	0.00
Movement LOS	C										C	
d_A, Approach Delay [s/veh]	21.15			0.00			0.00			23.51		
Approach LOS	C			A			A			C		
d_I, Intersection Delay [s/veh]	22.78											
Intersection LOS	C											
Intersection V/C	0.215											

Sequence

Ring 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Skye Canyon Park Drive and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	17.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.228

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Log Cabin Way			Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	100.00	300.00	100.00	100.00	300.00	100.00	150.00	300.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Log Cabin Way			Log Cabin Way		
Base Volume Input [veh/h]	0	0	23	0	0	0	0	47	0	8	15	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	18	0	8	0	0	0	0	26	0	16	10	0
Site-Generated Trips [veh/h]	88	0	71	0	0	0	0	110	45	65	100	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	0	102	0	0	0	0	183	45	89	125	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	0	26	0	0	0	0	46	11	22	31	0
Total Analysis Volume [veh/h]	106	0	102	0	0	0	0	183	45	89	125	0
Pedestrian Volume [ped/h]	2			0			0			2		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.05	0.23	0.22	0.00
d_M, Delay for Movement [s/veh]	8.44	0.00	0.00	8.49	0.00	0.00	11.97	12.47	9.14	16.95	12.91	10.94
Movement LOS	A	A	A	A	A	A	B	B	A	C	B	B
95th-Percentile Queue Length [veh/ln]	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.16	0.87	0.81	0.81
95th-Percentile Queue Length [ft/ln]	7.57	0.00	0.00	0.00	0.00	0.00	0.00	9.44	3.88	21.70	20.34	20.34
d_A, Approach Delay [s/veh]	4.30			2.83			11.82			14.59		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	10.32											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: Skye Canyon Park Drive and O'Hare Road

Control Type:	Two-way stop	Delay (sec / veh):	89.0
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.554

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			O'Hare Road			O'Hare Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			O'Hare Road			O'Hare Road		
Base Volume Input [veh/h]	0	55	81	0	23	0	0	0	0	48	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	26	0	0	16	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	446	123	0	0	71	40	36	0	266	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	446	204	81	0	110	40	36	0	266	48	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	112	51	20	0	28	10	9	0	67	12	0	0
Total Analysis Volume [veh/h]	446	204	81	0	110	40	36	0	266	48	0	0
Pedestrian Volume [ped/h]	1			0			2			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.45	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.33	0.55	0.00	0.00
d_M, Delay for Movement [s/veh]	11.69	0.00	0.00	9.22	0.00	0.00	38.65	48.95	11.50	89.01	45.68	9.82
Movement LOS	B	A	A	A	A	A	E	E	B	F	E	A
95th-Percentile Queue Length [veh/ln]	2.41	0.00	0.00	0.00	0.00	0.00	0.95	1.42	1.42	2.46	0.00	0.00
95th-Percentile Queue Length [ft/ln]	60.34	0.00	0.00	0.00	0.00	0.00	23.70	35.40	35.40	61.62	0.00	0.00
d_A, Approach Delay [s/veh]	7.13			0.00			14.74			89.01		
Approach LOS	A			A			B			F		
d_I, Intersection Delay [s/veh]	11.32											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: Skye Canyon Park Drive and Iron Mountain Road

Control Type:	Signalized	Delay (sec / veh):	21.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.268

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Iron Mountain Road			Iron Mountain Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	125.00	100.00	150.00	125.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Iron Mountain Road			Iron Mountain Road		
Base Volume Input [veh/h]	15	133	120	3	65	0	1	8	18	71	2	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	17	12	0	16	0	0	0	0	19	0	9
Site-Generated Trips [veh/h]	0	556	17	6	323	8	8	0	0	15	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	706	149	9	404	8	9	8	18	105	2	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	177	37	2	101	2	2	2	5	26	1	4
Total Analysis Volume [veh/h]	15	706	149	9	404	8	9	8	18	105	2	14
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			1			1		
Bicycle Volume [bicycles/h]	1			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	11	81	0	0	70	0	0	59	0	0	59	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No			No			No			No	
Maximum Recall	No	No			No			No			No	
Pedestrian Recall	No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	75	75	75	64	64	64	53	53	53	53	53
g / C, Green / Cycle	0.54	0.54	0.54	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.02	0.18	0.19	0.02	0.08	0.09	0.01	0.00	0.01	0.08	0.01
s, saturation flow rate [veh/h]	960	3192	1513	579	3192	1660	1252	1676	1425	1261	1452
c, Capacity [veh/h]	544	1710	811	247	1459	759	499	635	539	507	550
d1, Uniform Delay [s]	15.41	18.40	18.51	31.21	22.54	22.55	29.12	27.16	27.38	31.15	27.33
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	0.53	1.17	0.28	0.28	0.54	0.07	0.04	0.12	0.92	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.34	0.35	0.04	0.19	0.19	0.02	0.01	0.03	0.21	0.03
d, Delay for Lane Group [s/veh]	15.51	18.94	19.68	31.49	22.82	23.09	29.18	27.20	27.49	32.07	27.43
Lane Group LOS	B	B	B	C	C	C	C	C	C	C	C
Critical Lane Group	No	No	Yes	No	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.24	5.45	5.47	0.23	2.75	2.93	0.21	0.18	0.41	2.64	0.36
50th-Percentile Queue Length [ft/ln]	6.10	136.17	136.87	5.70	68.78	73.30	5.24	4.44	10.13	66.12	8.98
95th-Percentile Queue Length [veh/ln]	0.44	9.27	9.31	0.41	4.95	5.28	0.38	0.32	0.73	4.76	0.65
95th-Percentile Queue Length [ft/ln]	10.98	231.85	232.81	10.26	123.80	131.94	9.43	7.99	18.24	119.01	16.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.51	19.08	19.68	31.49	22.91	23.09	29.18	27.20	27.49	32.07	27.43	27.43
Movement LOS	B	B	B	C	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	19.12			23.10			27.86			31.46		
Approach LOS	B			C			C			C		
d_I, Intersection Delay [s/veh]	21.52											
Intersection LOS	C											
Intersection V/C	0.268											

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Skye Canyon Park Drive and Brent Lane

Control Type:	Signalized	Delay (sec / veh):	28.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.270

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Brent Lane			Brent Lane		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	200.00	150.00	100.00	150.00	100.00	100.00	100.00	0.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Brent Lane			Brent Lane		
Base Volume Input [veh/h]	16	243	114	7	146	2	4	21	35	73	10	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	20	26	0	35	0	0	0	0	31	0	9
Site-Generated Trips [veh/h]	0	565	0	0	331	8	8	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	828	140	7	512	10	12	21	35	104	10	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	207	35	2	128	3	3	5	9	26	3	3
Total Analysis Volume [veh/h]	16	828	140	7	512	10	12	21	35	104	10	13
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			1			1			0		
Bicycle Volume [bicycles/h]	1			1			0			1		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	11	64	0	11	64	0	0	65	0	0	65	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	0.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	69	58	58	69	58	58	59	59	59	59
g / C, Green / Cycle	0.49	0.41	0.41	0.49	0.41	0.41	0.42	0.42	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.02	0.18	0.10	0.01	0.11	0.01	0.01	0.04	0.09	0.02
s, saturation flow rate [veh/h]	901	4567	1395	724	4567	1394	1244	1510	1208	1512
c, Capacity [veh/h]	459	1892	578	354	1892	577	547	636	516	637
d1, Uniform Delay [s]	18.58	29.33	26.69	19.27	27.05	24.19	25.60	24.33	28.98	23.79
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	0.74	0.99	0.10	0.35	0.05	0.07	0.27	0.88	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

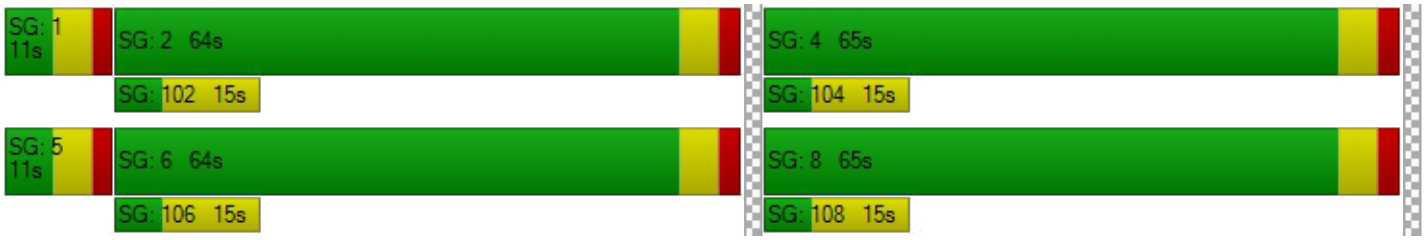
X, volume / capacity	0.03	0.44	0.24	0.02	0.27	0.02	0.02	0.09	0.20	0.04
d, Delay for Lane Group [s/veh]	18.72	30.07	27.69	19.38	27.40	24.24	25.67	24.61	29.86	23.90
Lane Group LOS	B	C	C	B	C	C	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.29	6.84	3.26	0.13	3.89	0.21	0.26	1.19	2.52	0.48
50th-Percentile Queue Length [ft/ln]	7.25	170.90	81.38	3.21	97.14	5.23	6.50	29.73	63.00	11.92
95th-Percentile Queue Length [veh/ln]	0.52	11.12	5.86	0.23	6.99	0.38	0.47	2.14	4.54	0.86
95th-Percentile Queue Length [ft/ln]	13.06	278.10	146.48	5.78	174.85	9.41	11.69	53.51	113.40	21.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.72	30.07	27.69	19.38	27.40	24.24	25.67	24.61	24.61	29.86	23.90	23.90
Movement LOS	B	C	C	B	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	29.55			27.23			24.80			28.78		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	28.58											
Intersection LOS	C											
Intersection V/C	0.270											

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Skye Canyon Park Drive and Sky Pointe/Fort Apache Road

Control Type:	Signalized	Delay (sec / veh):	39.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.438

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Fort Apache Road			Sky Pointe Drive		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	500.00	100.00	200.00	550.00	100.00	350.00	375.00	100.00	350.00	325.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Fort Apache Road			Sky Pointe Drive		
Base Volume Input [veh/h]	1	382	364	8	203	0	181	0	7	0	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	46	52	0	66	0	70	0	0	0	0	0
Site-Generated Trips [veh/h]	0	438	32	85	313	0	16	0	127	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	866	448	93	582	0	267	0	134	0	0	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	217	112	23	146	0	67	0	34	0	0	1
Total Analysis Volume [veh/h]	1	866	448	93	582	0	267	0	134	0	0	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	23	59	0	26	62	0	32	44	0	11	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	17	53	53	20	56	56	26	38	38	5	17	17
g / C, Green / Cycle	0.12	0.38	0.38	0.14	0.40	0.40	0.19	0.27	0.27	0.04	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.00	0.19	0.31	0.03	0.10	0.00	0.09	0.00	0.09	0.00	0.00	0.00
s, saturation flow rate [veh/h]	3101	4567	1425	3101	6089	1425	3101	1676	1425	3101	3192	1425
c, Capacity [veh/h]	377	1729	539	443	2436	570	576	455	387	111	388	173
d1, Uniform Delay [s]	54.05	33.36	39.43	53.02	27.86	0.00	50.79	0.00	41.01	0.00	0.00	54.15
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	1.04	13.83	1.08	0.23	0.00	2.67	0.00	2.45	0.00	0.00	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

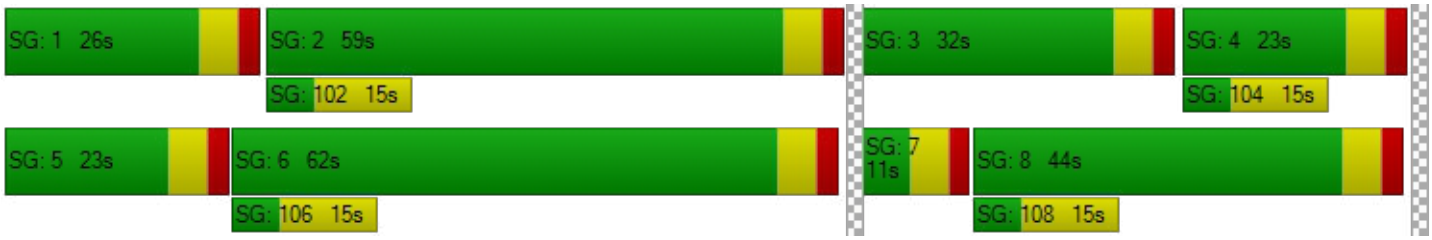
X, volume / capacity	0.00	0.50	0.83	0.21	0.24	0.00	0.46	0.00	0.35	0.00	0.00	0.02
d, Delay for Lane Group [s/veh]	54.06	34.40	53.26	54.10	28.10	0.00	53.46	0.00	43.46	0.00	0.00	54.33
Lane Group LOS	D	C	D	D	C	A	D	A	D	A	A	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.02	7.75	15.98	1.53	3.33	0.00	4.42	0.00	4.03	0.00	0.00	0.10
50th-Percentile Queue Length [ft/ln]	0.41	193.69	399.49	38.15	83.23	0.00	110.46	0.00	100.68	0.00	0.00	2.57
95th-Percentile Queue Length [veh/ln]	0.03	12.31	22.54	2.75	5.99	0.00	7.87	0.00	7.25	0.00	0.00	0.19
95th-Percentile Queue Length [ft/ln]	0.73	307.81	563.39	68.67	149.81	0.00	196.64	0.00	181.22	0.00	0.00	4.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.06	34.40	53.26	54.10	28.10	0.00	53.46	0.00	43.46	0.00	0.00	54.33
Movement LOS	D	C	D	D	C	A	D	A	D	A	A	D
d_A, Approach Delay [s/veh]	40.84			31.68			50.12			54.33		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	39.83											
Intersection LOS	D											
Intersection V/C	0.438											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Skye Canyon Park Drive and US 95 SPUI

Control Type:	Signalized	Delay (sec / veh):	60.9
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.827

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Presence of On-Street Parking										
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	0	0	0	0	0	0	0	0	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	0	0	0	0	0	0	0	0
Maximum Green [s]	0	0	0	0	0	0	0	0	0	0
Amber [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Rest In Walk										
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall										
Maximum Recall										
Pedestrian Recall										
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group Results

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS										
d_A, Approach Delay [s/veh]	0.00					0.00				
Approach LOS	A					A				
d_I, Intersection Delay [s/veh]	60.90									
Intersection LOS	E									
Intersection V/C	0.827									

Intersection Setup

Name	Skye Canyon Park Drive					Skye Canyon Park Drive				
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	2	0	0	0	0
Pocket Length [ft]	550.00	100.00	100.00	100.00	100.00	700.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name	Skye Canyon Park Drive					Skye Canyon Park Drive				
Base Volume Input [veh/h]	17	0	233	0	0	173	0	208	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	7	0	98	0	0	0	0	136	0	0
Site-Generated Trips [veh/h]	90	0	146	0	0	189	0	136	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	0	477	0	0	362	0	480	0	0
Peak Hour Factor	0.9200	1.0000	0.9200	1.0000	1.0000	0.9200	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	0	130	0	0	98	0	130	0	0
Total Analysis Volume [veh/h]	124	0	518	0	0	393	0	522	0	0
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					1				
Bicycle Volume [bicycles/h]	0					1				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protected	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	3	3	8	0	0	7	7	4	0	0
Auxiliary Signal Groups										
Lead / Lag	Lead	-	-	-	-	Lead	-	-	-	-
Minimum Green [s]	5	5	5	0	0	5	5	5	0	0
Maximum Green [s]	30	30	30	0	0	30	30	30	0	0
Amber [s]	4.0	4.0	4.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0
All red [s]	2.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0
Split [s]	18	18	26	0	0	29	29	37	0	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	0.0	3.0	3.0	3.0	0.0	0.0
Walk [s]	0	0	5	0	0	0	0	5	0	0
Pedestrian Clearance [s]	0	0	10	0	0	0	0	10	0	0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	4.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0
Minimum Recall	No		No			No		No		
Maximum Recall	No		No			No		No		
Pedestrian Recall	No		No			No		No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	12	20	23	31
g / C, Green / Cycle	0.09	0.14	0.16	0.22
(v / s)_i Volume / Saturation Flow Rate	0.04	0.11	0.13	0.11
s, saturation flow rate [veh/h]	3101	4658	3101	4658
c, Capacity [veh/h]	266	665	509	1031
d1, Uniform Delay [s]	60.95	57.86	55.99	47.79
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.78	8.74	10.80	1.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.78	0.77	0.51
d, Delay for Lane Group [s/veh]	66.74	66.60	66.78	49.56
Lane Group LOS	E	E	E	D
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.32	6.45	7.43	5.54
50th-Percentile Queue Length [ft/ln]	58.09	161.34	185.70	138.44
95th-Percentile Queue Length [veh/ln]	4.18	10.62	11.90	9.40
95th-Percentile Queue Length [ft/ln]	104.56	265.50	297.44	234.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.74	0.00	66.60	0.00	0.00	66.78	0.00	49.56	0.00	0.00
Movement LOS	E		E			E		D		
d_A, Approach Delay [s/veh]	66.63					56.96				
Approach LOS	E					E				
d_I, Intersection Delay [s/veh]	60.90									
Intersection LOS	E									
Intersection V/C	0.827									

Intersection Setup

Name	US 95 NB					US 95 SB				
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Crosswalk	Yes					Yes				

Volumes

Name	US 95 NB					US 95 SB				
Base Volume Input [veh/h]	721	0	0	0	0	113	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	904	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	55	0	0	0	0	13	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1680	0	0	0	0	126	0	0	0	0
Peak Hour Factor	0.9200	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	457	0	0	0	0	34	0	0	0	0
Total Analysis Volume [veh/h]	1826	0	0	0	0	137	0	0	0	0
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal group	5	0	0	0	0	1	0	0	0	0
Auxiliary Signal Groups										
Lead / Lag	Lead	-	-	-	-	Lead	-	-	-	-
Minimum Green [s]	5	0	0	0	0	5	0	0	0	0
Maximum Green [s]	30	0	0	0	0	30	0	0	0	0
Amber [s]	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	85	0	0	0	0	85	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	5	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	10	0	0	0	0
Rest In Walk	No					No				
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No					No				
Maximum Recall	No					No				
Pedestrian Recall	No					No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L
C, Cycle Length [s]	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00
g_i, Effective Green Time [s]	79	79
g / C, Green / Cycle	0.56	0.56
(v / s)_i Volume / Saturation Flow Rate	0.59	0.04
s, saturation flow rate [veh/h]	3101	3099
c, Capacity [veh/h]	1750	1749
d1, Uniform Delay [s]	30.50	13.90
k, delay calibration	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00
d2, Incremental Delay [s]	33.89	0.09
d3, Initial Queue Delay [s]	0.00	0.00
Rp, platoon ratio	1.00	1.00
PF, progression factor	1.00	1.00

Lane Group Results

X, volume / capacity	1.04	0.08
d, Delay for Lane Group [s/veh]	64.39	13.99
Lane Group LOS	F	B
Critical Lane Group	Yes	No
50th-Percentile Queue Length [veh/ln]	36.47	1.03
50th-Percentile Queue Length [ft/ln]	911.64	25.72
95th-Percentile Queue Length [veh/ln]	48.07	1.85
95th-Percentile Queue Length [ft/ln]	1201.84	46.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.39	0.00	0.00	0.00	0.00	13.99	0.00	0.00	0.00	0.00
Movement LOS	F					B				
d_A, Approach Delay [s/veh]	64.39					13.99				
Approach LOS	E					B				
d_I, Intersection Delay [s/veh]	60.90									
Intersection LOS	E									
Intersection V/C	0.827									

Sequence

Ring 1	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Fort Apache Road and Sky Pointe Drive/Horse Drive

Control Type:	Signalized	Delay (sec / veh):	24.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.253

Intersection Setup

Name	Fort Apache Road			Horse Drive			Sky Pointe Drive			Fort Apache Road		
Approach	Northbound			Westbound			Northeastbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	350.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fort Apache Road			Horse Drive			Sky Pointe Drive			Fort Apache Road		
Base Volume Input [veh/h]	3	84	5	3	1	38	60	2	3	102	179	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	34	36	0	0	26	0	26
Site-Generated Trips [veh/h]	11	127	0	0	0	7	9	0	11	12	96	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	211	5	3	1	79	105	2	14	140	275	134
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	53	1	1	0	20	26	1	4	35	69	34
Total Analysis Volume [veh/h]	14	211	5	3	1	79	105	2	14	140	275	134
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			2		
Bicycle Volume [bicycles/h]	1			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	4	0	0	8	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	75	0	0	65	0	0	65	0	0	75	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	69	69	59	59	59	59	69	69	69
g / C, Green / Cycle	0.49	0.49	0.42	0.42	0.42	0.42	0.49	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.01	0.13	0.00	0.06	0.09	0.01	0.13	0.16	0.09
s, saturation flow rate [veh/h]	990	1669	1252	1424	1180	1452	1045	1676	1425
c, Capacity [veh/h]	427	822	553	600	491	612	473	826	702
d1, Uniform Delay [s]	27.38	20.68	25.20	24.83	30.24	23.69	28.79	21.54	19.87
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	0.78	0.02	0.46	0.99	0.08	1.60	1.08	0.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

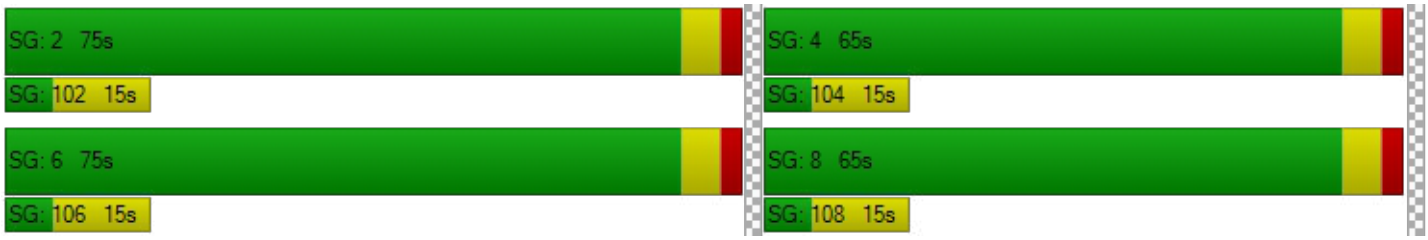
X, volume / capacity	0.03	0.26	0.01	0.13	0.21	0.03	0.30	0.33	0.19
d, Delay for Lane Group [s/veh]	27.52	21.46	25.22	25.29	31.23	23.77	30.39	22.62	20.48
Lane Group LOS	C	C	C	C	C	C	C	C	C
Critical Lane Group	No	No	No	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.32	4.36	0.06	1.74	2.61	0.33	3.50	5.79	2.61
50th-Percentile Queue Length [ft/ln]	7.97	108.89	1.60	43.49	65.37	8.27	87.39	144.69	65.20
95th-Percentile Queue Length [veh/ln]	0.57	7.78	0.12	3.13	4.71	0.60	6.29	9.73	4.69
95th-Percentile Queue Length [ft/ln]	14.35	194.45	2.89	78.28	117.67	14.88	157.30	243.33	117.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.52	21.46	21.46	25.22	25.29	25.29	31.23	23.77	23.77	30.39	22.62	20.48
Movement LOS	C	C	C	C	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	21.83			25.28			30.24			24.08		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	24.41											
Intersection LOS	C											
Intersection V/C	0.253											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Horse Drive and El Capitan Way

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Base Volume Input [veh/h]	47	154	3	1	152	7	8	3	56	2	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	5	0	0	0	26	0	0	34	5
Site-Generated Trips [veh/h]	0	67	8	10	55	7	11	0	1	5	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	221	11	16	207	14	19	29	57	7	36	15
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	60	3	4	56	4	5	8	15	2	10	4
Total Analysis Volume [veh/h]	51	240	12	17	225	15	21	32	62	8	39	16
Pedestrian Volume [ped/h]	4			3			0			1		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.01	0.00	0.00	0.05	0.08	0.07	0.02	0.10	0.02
d_M, Delay for Movement [s/veh]	7.83	0.00	0.00	7.79	0.00	0.00	14.88	15.56	10.06	16.15	15.87	10.39
Movement LOS	A	A	A	A	A	A	B	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.12	0.06	0.00	0.04	0.02	0.00	0.17	0.54	0.54	0.49	0.49	0.49
95th-Percentile Queue Length [ft/ln]	3.00	1.50	0.00	0.99	0.49	0.00	4.31	13.47	13.47	12.36	12.36	12.36
d_A, Approach Delay [s/veh]	1.32			0.52			12.47			14.51		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.90											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 12: El Capitan Way and Grand Teton Drive

Control Type:	All-way stop	Delay (sec / veh):	30.3
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.006

Intersection Setup

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	0.00	100.00	0.00	0.00	100.00	225.00	0.00	100.00	175.00	225.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Base Volume Input [veh/h]	21	404	60	61	306	6	2	63	69	34	56	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	25	0	0	0	0	26	0	20	36	0
Site-Generated Trips [veh/h]	0	163	0	44	122	0	0	0	0	0	0	49
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	567	85	105	428	6	2	89	69	54	92	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	142	21	26	107	2	1	22	17	14	23	31
Total Analysis Volume [veh/h]	21	567	85	105	428	6	2	89	69	54	92	125
Pedestrian Volume [ped/h]	5			1			1			1		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	526	567	626	485	517	517	570	475	502	502	546	452	478	478	522
Degree of Utilization, x	0.04	1.01	0.14	0.22	0.41	0.41	0.01	0.00	0.09	0.09	0.13	0.12	0.10	0.10	0.24

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.12	14.81	0.47	0.82	2.01	2.01	0.03	0.01	0.29	0.29	0.43	0.40	0.32	0.32	0.93
95th-Percentile Queue Length [ft]	3.11	370.17	11.70	20.39	50.31	50.31	0.80	0.32	7.26	7.26	10.77	10.10	7.93	7.93	23.20
Approach Delay [s/veh]	55.68			13.98				10.42				11.51			
Approach LOS	F			B				B				B			
Intersection Delay [s/veh]	30.31														
Intersection LOS	D														

Intersection Level Of Service Report
Intersection 13: Durango Drive and El Capitan Way/Farm Road

Control Type:	Signalized	Delay (sec / veh):	65.1
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	425.00	100.00	225.00	200.00	100.00	200.00	425.00	100.00	150.00	200.00	100.00	225.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Base Volume Input [veh/h]	412	907	285	91	533	35	488	239	66	84	204	240
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	25	83	123	0	87	0	143	0	0	0	0	20
Site-Generated Trips [veh/h]	105	135	18	1	100	0	10	58	0	0	54	68
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	542	1125	426	92	720	35	641	297	66	84	258	328
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	136	281	107	23	180	9	160	74	17	21	65	82
Total Analysis Volume [veh/h]	542	1125	426	92	720	35	641	297	66	84	258	328
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	3			8			1			7		
Bicycle Volume [bicycles/h]	3			0			0			1		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	32	50	0	13	31	0	36	62	0	15	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	26	44	44	7	25	25	30	56	56	9	35	35
g / C, Green / Cycle	0.19	0.31	0.31	0.05	0.18	0.18	0.21	0.40	0.40	0.06	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.17	0.25	0.30	0.03	0.16	0.02	0.21	0.09	0.05	0.03	0.08	0.23
s, saturation flow rate [veh/h]	3101	4567	1404	3101	4567	1408	3101	3192	1416	3101	3192	1402
c, Capacity [veh/h]	576	1435	441	155	815	251	664	1277	567	199	798	350
d1, Uniform Delay [s]	56.25	43.67	47.26	65.11	56.07	48.44	54.48	27.79	26.43	63.00	42.84	51.40
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	25.49	4.35	35.10	15.61	13.29	1.15	27.27	0.43	0.42	6.42	1.07	34.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.78	0.97	0.59	0.88	0.14	0.96	0.23	0.12	0.42	0.32	0.94
d, Delay for Lane Group [s/veh]	81.74	48.03	82.36	80.72	69.36	49.59	81.74	28.21	26.85	69.41	43.91	85.71
Lane Group LOS	F	D	F	F	E	D	F	C	C	E	D	F
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	11.49	12.41	18.85	1.95	9.28	1.12	13.70	3.42	1.48	1.62	3.81	14.59
50th-Percentile Queue Length [ft/ln]	287.28	310.30	471.19	48.77	232.09	28.09	342.40	85.60	37.04	40.60	95.19	364.83
95th-Percentile Queue Length [veh/ln]	17.05	18.19	25.97	3.51	14.28	2.02	19.77	6.16	2.67	2.92	6.85	20.86
95th-Percentile Queue Length [ft/ln]	426.26	454.75	649.18	87.79	357.01	50.56	494.13	154.08	66.67	73.08	171.34	521.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	81.74	48.03	82.36	80.72	69.36	49.59	81.74	28.21	26.85	69.41	43.91	85.71
Movement LOS	F	D	F	F	E	D	F	C	C	E	D	F
d_A, Approach Delay [s/veh]	63.74			69.78			62.30			67.57		
Approach LOS	E			E			E			E		
d_I, Intersection Delay [s/veh]	65.09											
Intersection LOS	E											
Intersection V/C	0.774											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Durango Drive and US 95 Northbound

Control Type:	Signalized	Delay (sec / veh):	43.3
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.749

Intersection Setup

Name	Durango Drive			Durango Drive			US 95 NB					
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	1	2	0	2	0	0	0
Pocket Length [ft]	400.00	100.00	100.00	100.00	100.00	225.00	0.00	100.00	0.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			US 95 NB					
Base Volume Input [veh/h]	117	1006	0	0	1263	10	688	0	586	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	231	0	0	20	230	93	0	0	0	0	0
Site-Generated Trips [veh/h]	266	73	0	0	178	0	154	0	185	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	383	1310	0	0	1461	240	935	0	771	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	328	0	0	365	60	234	0	193	0	0	0
Total Analysis Volume [veh/h]	383	1310	0	0	1461	240	935	0	771	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	1			0			0			0		
Bicycle Volume [bicycles/h]	3			6			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	0	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	32	86	0	0	54	0	0	54	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No			No			No				
Maximum Recall	No	No			No			No				
Pedestrian Recall	No	No			No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R	
C, Cycle Length [s]	140	140	140	140	140	140	140	
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
g_i, Effective Green Time [s]	26	80	48	48	48	48	48	
g / C, Green / Cycle	0.19	0.57	0.34	0.34	0.34	0.34	0.34	
(v / s)_i Volume / Saturation Flow Rate	0.12	0.29	0.32	0.17	0.20	0.20	0.31	
s, saturation flow rate [veh/h]	3101	4567	4567	1402	3098	1597	2522	
c, Capacity [veh/h]	576	2610	1566	481	1062	547	865	
d1, Uniform Delay [s]	52.96	18.03	44.45	36.47	37.84	37.56	43.54	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.97	0.69	11.58	3.67	2.38	4.25	13.42	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

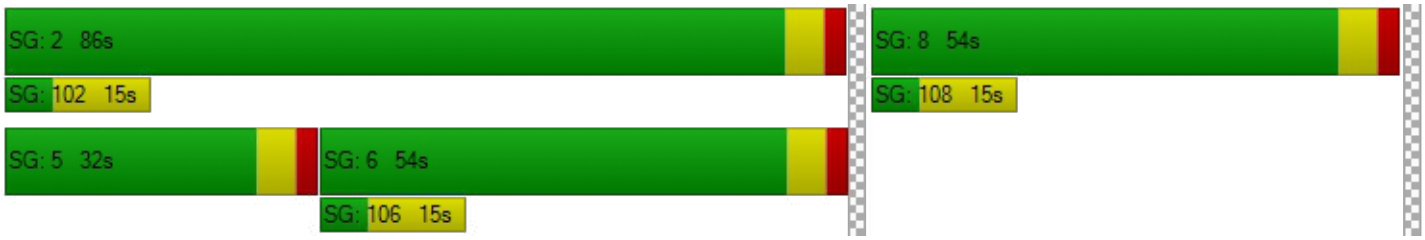
X, volume / capacity	0.67	0.50	0.93	0.50	0.59	0.57	0.89	
d, Delay for Lane Group [s/veh]	58.93	18.72	56.03	40.14	40.22	41.81	56.96	
Lane Group LOS	E	B	E	D	D	D	E	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.77	8.61	17.91	7.05	9.20	9.43	14.20	
50th-Percentile Queue Length [ft/ln]	169.16	215.17	447.85	176.37	229.91	235.66	354.99	
95th-Percentile Queue Length [veh/ln]	11.03	13.42	24.86	11.41	14.17	14.46	20.38	
95th-Percentile Queue Length [ft/ln]	275.80	335.45	621.38	285.27	354.24	361.54	509.49	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.93	18.72	0.00	0.00	56.03	40.14	40.75	41.81	56.96	0.00	0.00	0.00
Movement LOS	E	B			E	D	D	D	E			
d_A, Approach Delay [s/veh]	27.82			53.79			48.08			0.00		
Approach LOS	C			D			D			A		
d_I, Intersection Delay [s/veh]	43.26											
Intersection LOS	D											
Intersection V/C	0.749											

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Durango Drive and US 95 Southbound

Control Type:	Signalized	Delay (sec / veh):	39.9
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.880

Intersection Setup

Name	Durango Drive			Durango Drive						US 95 SB		
Approach	Northbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes			No			Yes			Yes	

Volumes

Name	Durango Drive			Durango Drive						US 95 SB		
Base Volume Input [veh/h]	0	1142	474	0	1503	0	0	0	0	95	3	404
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	52	94	0	113	0	0	0	0	179	0	0
Site-Generated Trips [veh/h]	0	338	108	11	196	0	0	0	0	1	0	174
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1532	676	11	1812	0	0	0	0	275	3	578
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	383	169	3	453	0	0	0	0	69	1	145
Total Analysis Volume [veh/h]	0	1532	676	11	1812	0	0	0	0	275	3	578
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	1	0	0	2	0	0	0	0	0	3	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Split [s]	0	74	0	0	74	0	0	0	0	0	66	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C		L	C	R
C, Cycle Length [s]	140	140	140		140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00		6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00		4.00	4.00	4.00
g_i, Effective Green Time [s]	68	68	68		60	60	60
g / C, Green / Cycle	0.49	0.49	0.49		0.43	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.34	0.47	0.40		0.09	0.09	0.41
s, saturation flow rate [veh/h]	4567	1425	4567		1597	1598	1425
c, Capacity [veh/h]	2218	692	2218		684	685	611
d1, Uniform Delay [s]	27.86	35.22	30.69		25.04	25.03	38.46
k, delay calibration	0.50	0.50	0.50		0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	1.79	28.97	3.47		0.67	0.67	25.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

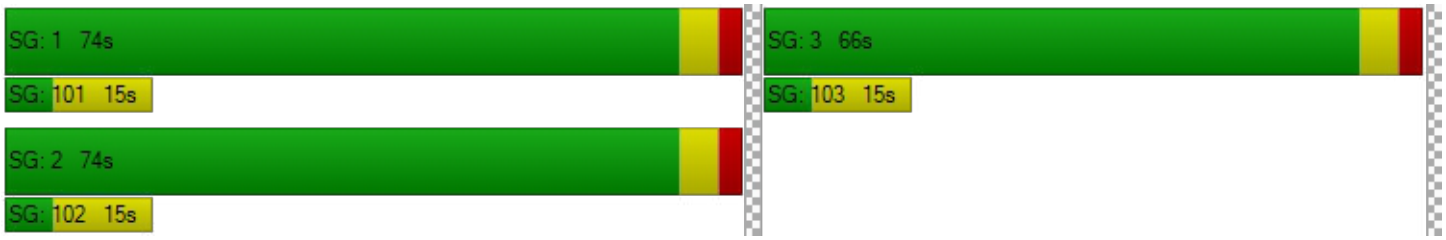
X, volume / capacity	0.69	0.98	0.82		0.20	0.20	0.95
d, Delay for Lane Group [s/veh]	29.65	64.19	34.17		25.71	25.70	63.83
Lane Group LOS	C	E	C		C	C	E
Critical Lane Group	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	13.52	27.58	17.85		3.07	3.07	23.11
50th-Percentile Queue Length [ft/ln]	338.01	689.55	446.29		76.77	76.80	577.72
95th-Percentile Queue Length [veh/ln]	19.55	36.19	24.78		5.53	5.53	30.99
95th-Percentile Queue Length [ft/ln]	488.76	904.87	619.52		138.18	138.23	774.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	29.65	64.19	0.00	34.17	0.00	0.00	0.00	0.00	25.71	25.70	63.83
Movement LOS		C	E		C					C	C	E
d_A, Approach Delay [s/veh]	40.22			34.17			0.00			51.45		
Approach LOS	D			C			A			D		
d_I, Intersection Delay [s/veh]	39.94											
Intersection LOS	D											
Intersection V/C	0.880											

Sequence

Ring 1	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 100: Log Cabin Way and Sky Pointe Drive

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.077

Intersection Setup

Name	Sky Pointe Drive			Log Cabin Way			Log Cabin Way					
Approach	Southbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Right	Right	Left2	Left	Thru	Thru	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Sky Pointe Drive			Log Cabin Way			Log Cabin Way					
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	26	28	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	51	0	0	728	420	0	44	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	51	0	0	754	448	0	44	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	13	0	0	189	112	0	11	0	0	0
Total Analysis Volume [veh/h]	0	0	51	0	0	754	448	0	44	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Free	Free	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No			
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.08	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	10.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			B			A	A		A			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.88			0.00			0.00			0.00		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	0.43											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 101: Log Cabin Way and Woodside-Shea/O'Hare Road

Control Type:	Roundabout	Delay (sec / veh):	7.2
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Log Cabin Way				Log Cabin Way			O'Hare Road			Woodside-Shea		
Approach	Northeastbound				Southwestbound			Northwestbound			Southeastbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				No			No			No		

Volumes

Name	Log Cabin Way				Log Cabin Way			O'Hare Road			Woodside-Shea		
Base Volume Input [veh/h]	0	0	47	0	0	15	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	26	0	0	28	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	127	278	314	20	177	9	196	31	18	6	20	82
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	127	351	314	20	220	9	196	31	18	6	20	82
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	32	88	79	5	55	2	49	8	5	2	5	21
Total Analysis Volume [veh/h]	9	127	351	314	20	220	9	196	31	18	6	20	82
Pedestrian Volume [ped/h]	0				0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1				1			2			2		
Circulating Flow Rate [veh/h]	47				370			503			454		
Exiting Flow Rate [veh/h]	517				383			361			170		
Demand Flow Rate [veh/h]	9	127	351	314	20	220	9	196	31	18	6	20	82
Adjusted Demand Flow Rate [veh/h]	9	127	351	314	20	220	9	196	31	18	6	20	82

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1130.00	1130.00	1130.00	1130.00	1130.00	1130.00	1130.00
B (coefficient)	0.00100	0.00100	0.00100	0.00100	0.00070	0.00075	0.00070
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	384	434	120	135	250	7	105
Capacity of Entry and Bypass Lanes [veh/h]	1079	1079	781	781	795	804	823
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1058	1058	766	766	780	789	807
X, volume / capacity	0.36	0.40	0.15	0.17	0.31	0.01	0.13

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	1.63	1.96	0.54	0.62	1.35	0.02	0.43
95th-Percentile Queue Length [ft]	40.71	49.12	13.46	15.51	33.72	0.58	10.81
Approach Delay [s/veh]	7.39		6.44		8.30	5.68	
Approach LOS	A		A		A	A	
Intersection Delay [s/veh]	7.25						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 102: Log Cabin Way and Collector Road

Control Type:	Two-way stop	Delay (sec / veh):	18.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.210

Intersection Setup

Name	Collector Road		Log Cabin Way		Log Cabin Way	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Collector Road		Log Cabin Way		Log Cabin Way	
Base Volume Input [veh/h]	0	0	0	47	15	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	26	28	0
Site-Generated Trips [veh/h]	72	137	218	83	69	119
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	137	218	156	112	119
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	34	55	39	28	30
Total Analysis Volume [veh/h]	72	137	218	156	112	119
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.18	0.24	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.25	10.62	10.24	0.00	0.00	0.00
Movement LOS	C	B	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.78	0.64	0.94	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	19.45	15.92	23.58	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.25		5.97		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.14					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 103: Connector Road and Parcel A/C

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	Connector Road			Parcel C			Parcel A			Connector Road		
Approach	Southbound			Eastbound			Southwestbound			Northwestbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Connector Road			Parcel C			Parcel A			Connector Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	7	37	0	0	11	0	56
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	7	37	0	0	11	0	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	2	9	0	0	3	0	14
Total Analysis Volume [veh/h]	0	0	0	0	0	7	37	0	0	11	0	56
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Stop	Stop	Free
Flared Lane		No	No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No	No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	7.33	0.00	0.00	8.67	9.49	8.34	9.02	9.31	8.46	7.24	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02	0.12	0.00	0.00	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.49	0.49	3.09	0.00	0.00	0.51	0.00	0.00
d_A, Approach Delay [s/veh]	2.44			8.34			9.02			1.19		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.25											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 104: Connector Road and Parcel B-C

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.220

Intersection Setup

Name	Parcel C			Parcel B			Collector Road			Connector Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Parcel C			Parcel B			Collector Road			Connector Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	41	124	0	0	66	67	204	0	44	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	41	124	0	0	66	67	204	0	44	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	10	31	0	0	17	17	51	0	11	0
Total Analysis Volume [veh/h]	0	0	41	124	0	0	66	67	204	0	44	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.22	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.10	12.58	8.57	13.17	11.52	9.05	7.41	0.00	0.00	7.79	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.12	0.12	0.83	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.04	3.04	20.83	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.57			13.17			1.45			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	4.53											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 105: O'Hare Road and Parcel F/G

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Parcel G			Parcel F			O'Hare Road			O'Hare Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Parcel G			Parcel F			O'Hare Road			O'Hare Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	0	16	0	0	39	26	183	0	60	261	34
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	0	16	0	0	39	26	183	0	60	261	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	4	0	0	10	7	46	0	15	65	9
Total Analysis Volume [veh/h]	23	0	16	0	0	39	26	183	0	60	261	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.02	0.00	0.00	0.05	0.02	0.00	0.00	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	16.25	14.89	9.83	15.05	15.21	9.39	7.90	0.00	0.00	7.70	0.00	0.00
Movement LOS	C	B	A	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.06	0.06	0.00	0.14	0.14	0.06	0.06	0.06	0.14	0.14	0.14
95th-Percentile Queue Length [ft/ln]	5.36	1.61	1.61	0.00	3.56	3.56	1.57	1.57	1.57	3.38	3.38	3.38
d_A, Approach Delay [s/veh]	13.61			9.39			0.98			1.30		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	2.44											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 106: O'Hare Road and Local Street A

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.125

Intersection Setup

Name	Local Street A		O'Hare Road		O'Hare Road	
Approach	Northeastbound		Northwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Local Street A		O'Hare Road		O'Hare Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	73	27	29	136	153	123
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	27	29	136	153	123
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	7	7	34	38	31
Total Analysis Volume [veh/h]	73	27	29	136	153	123
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.03	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.04	9.51	7.86	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.43	0.10	0.07	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.64	2.53	1.73	1.73	0.00	0.00
d_A, Approach Delay [s/veh]	11.35		1.38		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.52					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 107: O'Hare Road and Local Street B

Control Type:	Two-way stop	Delay (sec / veh):	17.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.119

Intersection Setup

Name	Local Street B		O'Hare Road		O'Hare Road	
Approach	Northbound		Westbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Local Street B		O'Hare Road		O'Hare Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	38	129	228	127	115	66
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	129	228	127	115	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	32	57	32	29	17
Total Analysis Volume [veh/h]	38	129	228	127	115	66
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.14	0.16	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.74	9.68	8.09	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.50	0.58	0.58	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.98	12.50	14.60	14.60	0.00	0.00
d_A, Approach Delay [s/veh]	11.51		5.19		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.36					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 108: O'Hare Road and Parcel F

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.064

Intersection Setup

Name	O'Hare Road		O'Hare Road		Parcel F	
Approach	Eastbound		Southwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	O'Hare Road		O'Hare Road		Parcel F	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	244	355	47	29	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	244	355	47	29	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	61	89	12	7	0
Total Analysis Volume [veh/h]	0	244	355	47	29	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	8.11	0.00	0.00	0.00	13.55	10.39
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.21	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	5.14	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		13.55	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.58					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 109: O'Hare Road and Parcel D/E

Control Type:	Two-way stop	Delay (sec / veh):	20.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.166

Intersection Setup

Name	Parcel E			Parcel D			O'Hare Road			O'Hare Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Parcel E			Parcel D			O'Hare Road			O'Hare Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	15	0	30	46	0	15	25	226	22	45	371	70
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	0	30	46	0	15	25	226	22	45	371	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	8	12	0	4	6	57	6	11	93	18
Total Analysis Volume [veh/h]	15	0	30	46	0	15	25	226	22	45	371	70
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.04	0.17	0.00	0.02	0.02	0.00	0.00	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	18.37	17.65	9.66	20.57	17.21	10.72	8.29	0.00	0.00	7.83	0.00	0.00
Movement LOS	C	C	A	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.12	0.12	0.59	0.07	0.07	0.07	0.07	0.07	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	4.16	2.91	2.91	14.64	1.78	1.78	1.71	1.71	1.71	2.65	2.65	2.65
d_A, Approach Delay [s/veh]	12.56			18.15			0.76			0.72		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	2.58											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 110: Local Street A and Parcel J West

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Parcel J		Parcel I		Local Street A	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Parcel J		Parcel I		Local Street A	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	0	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	8	0	0	13	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	0	3	0
Total Analysis Volume [veh/h]	0	8	0	0	13	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.23	0.00	8.58	8.38
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.97	0.97
d_A, Approach Delay [s/veh]	0.00		3.62		8.58	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.31					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 111: Local Street A and Parcel J East

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.086

Intersection Setup

Name	Parcel J		Local Street A		Local Street A	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Parcel J		Local Street A		Local Street A	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	92	8	0	139	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	92	8	0	139	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	2	0	35	3
Total Analysis Volume [veh/h]	0	92	8	0	139	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.09	0.00	0.00	0.09	0.00
d_M, Delay for Movement [s/veh]	11.01	8.67	0.00	0.00	7.44	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.00	0.00	0.28	0.28
95th-Percentile Queue Length [ft/ln]	7.01	7.01	0.00	0.00	7.07	7.07
d_A, Approach Delay [s/veh]	8.67		0.00		6.81	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.27					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 112: Local Street B and Parcel H/J

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.189

Intersection Setup

Name	Local Street B		Parcel J		Parcel H	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Local Street B		Parcel J		Parcel H	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	140	153	82	0	0	85
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	153	82	0	0	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	38	21	0	0	21
Total Analysis Volume [veh/h]	140	153	82	0	0	85
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.15	0.05	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.98	10.61	7.52	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.50	1.50	0.17	0.17	0.00	0.00
95th-Percentile Queue Length [ft/ln]	37.53	37.53	4.30	4.30	0.00	0.00
d_A, Approach Delay [s/veh]	11.26		7.52		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	8.51					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 203: El Capitan Way and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Base Volume Input [veh/h]	9	2	10	0	2	2	6	27	16	12	15	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	6	0	0	0	0	0	0	12	22	0	20	0
Site-Generated Trips [veh/h]	74	19	3	0	0	4	7	63	90	2	69	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	21	13	0	2	6	13	102	128	14	104	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	5	3	0	1	2	3	26	32	4	26	0
Total Analysis Volume [veh/h]	89	21	13	0	2	6	13	102	128	14	104	0
Pedestrian Volume [ped/h]	0			0			1			1		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.00	0.00	0.02	0.16	0.12	0.03	0.16	0.00
d_M, Delay for Movement [s/veh]	7.37	0.00	0.00	7.29	0.00	0.00	13.14	12.54	10.25	14.15	11.99	9.83
Movement LOS	A	A	A	A	A	A	B	B	B	B	B	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.18	0.00	0.00	0.00	1.27	1.27	1.27	0.71	0.71	0.71
95th-Percentile Queue Length [ft/ln]	4.39	4.39	4.39	0.00	0.00	0.00	31.72	31.72	31.72	17.63	17.63	17.63
d_A, Approach Delay [s/veh]	5.33			0.00			11.37			12.25		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	9.88											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 204: Durango Drive and Log Cabin Way

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.161

Intersection Setup

Name	Durango Drive		Durango Drive		Log Cabin Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Durango Drive		Durango Drive		Log Cabin Way	
Base Volume Input [veh/h]	11	166	117	17	26	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	35	0	0	35	36	19
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	166	117	52	62	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	42	29	13	16	6
Total Analysis Volume [veh/h]	46	166	117	52	62	24
Pedestrian Volume [ped/h]	0		1		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	704	735	729	849	757
Degree of Utilization, x	0.15	0.14	0.16	0.06	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.53	0.50	0.57	0.20	0.38
95th-Percentile Queue Length [ft]	13.20	12.55	14.25	4.88	9.57
Approach Delay [s/veh]	8.57		8.17		8.36
Approach LOS	A		A		A
Intersection Delay [s/veh]	8.38				
Intersection LOS	A				

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound				Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-T	Left	Thru	Right	
1	Kyle Canyon Road / Oso Blanca Road	Final Base	30	8	0	1	96	66	91	0	64	0	0	0	0	356
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	102	4	51	3	6	0	0	3	132	0	65	0	3	369
		Net New Trips	0	0	0	0	0	0	0	112	0	35	0	72	0	219
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**132**	**12**	**51**	**4**	**102**	**66**	**91**	**115**	**196**	**35**	**65**	**72**	**3**	**944**

ID	Intersection Name	Volume Type	Westbound	Northeastbound	Total Volume
			Thru	Thru	
2	Kyle Canyon Road / US 95 SB DDI	Final Base	0	0	0
		Growth Factor	1.00	1.00	-
		In Process	54	36	90
		Net New Trips	107	147	254
		Other	0	0	0
		Future Total	**161**	**183**	**344**

ID	Intersection Name	Volume Type	Eastbound	Southwestbound	Total Volume
			Thru	Thru	
3	Kyle Canyon Road and US 95 NB DDI	Final Base	0	0	0
		Growth Factor	1.00	1.00	-
		In Process	26	28	54
		Net New Trips	187	445	632
		Other	0	0	0
		Future Total	**213**	**473**	**686**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	Skye Canyon Park Drive and Log Cabin Way	Final Base	0	0	23	0	0	0	0	47	0	8	15	0	93
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	18	0	8	0	0	0	0	26	0	16	10	0	78
		Net New Trips	88	0	71	0	0	0	0	110	45	65	100	0	479
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**106**	**0**	**102**	**0**	**0**	**0**	**0**	**183**	**45**	**89**	**125**	**0**	**650**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Skye Canyon Park Drive and O'Hare Road	Final Base	0	55	81	0	23	0	0	0	0	48	0	0	207
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	26	0	0	16	0	0	0	0	0	0	0	42
		Net New Trips	446	123	0	0	71	40	36	0	266	0	0	0	982
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**446**	**204**	**81**	**0**	**110**	**40**	**36**	**0**	**266**	**48**	**0**	**0**	**1231**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Skye Canyon Park Drive and Iron Mountain Road	Final Base	15	133	120	3	65	0	1	8	18	71	2	0	436
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	17	12	0	16	0	0	0	0	19	0	9	73
		Net New Trips	0	556	17	6	323	8	8	0	0	15	0	5	938
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**15**	**706**	**149**	**9**	**404**	**8**	**9**	**8**	**18**	**105**	**2**	**14**	**1447**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Skye Canyon Park Drive and Brent Lane	Final Base	16	243	114	7	146	2	4	21	35	73	10	4	675
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	20	26	0	35	0	0	0	0	31	0	9	121
		Net New Trips	0	565	0	0	331	8	8	0	0	0	0	0	912
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**16**	**828**	**140**	**7**	**512**	**10**	**12**	**21**	**35**	**104**	**10**	**13**	**1708**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	Skye Canyon Park Drive and Sky Pointe/Fort Apache Road	Final Base	1	382	364	8	203	0	181	0	7	0	0	3	1149
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	46	52	0	66	0	70	0	0	0	0	0	234
		Net New Trips	0	438	32	85	313	0	16	0	127	0	0	0	1011
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**1**	**866**	**448**	**93**	**582**	**0**	**267**	**0**	**134**	**0**	**0**	**3**	**2394**

ID	Intersection Name	Volume Type	Eastbound		Westbound		Northwestbound	Southeastbound	Total Volume
			Left	Thru	Left	Thru	Left	Left	
9	Skye Canyon Park Drive and US 95 SPUI	Final Base	17	233	173	208	721	113	1465
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	7	98	0	136	904	0	1145
		Net New Trips	90	146	189	136	55	13	629
		Other	0	0	0	0	0	0	0
		Future Total	**114**	**477**	**362**	**480**	**1680**	**126**	**3239**

ID	Intersection Name	Volume Type	Northbound			Westbound			Northeastbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10	Fort Apache Road and Sky Pointe Drive/Horse Drive	Final Base	3	84	5	3	1	38	60	2	3	102	179	100	580
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	34	36	0	0	26	0	26	122
		Net New Trips	11	127	0	0	0	7	9	0	11	12	96	8	281
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**14**	**211**	**5**	**3**	**1**	**79**	**105**	**2**	**14**	**140**	**275**	**134**	**983**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Horse Drive and El Capitan Way	Final Base	47	154	3	1	152	7	8	3	56	2	2	1	436
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	5	0	0	0	26	0	0	34	5	70
		Net New Trips	0	67	8	10	55	7	11	0	1	5	0	9	173
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**47**	**221**	**11**	**16**	**207**	**14**	**19**	**29**	**57**	**7**	**36**	**15**	**679**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	El Capitan Way and Grand Teton Drive	Final Base	21	404	60	61	306	6	2	63	69	34	56	76	1158
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	25	0	0	0	0	26	0	20	36	0	107
		Net New Trips	0	163	0	44	122	0	0	0	0	0	0	49	378
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**21**	**567**	**85**	**105**	**428**	**6**	**2**	**89**	**69**	**54**	**92**	**125**	**1643**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Durango Drive and El Capitan Way/Farm Road	Final Base	412	907	285	91	533	35	488	239	66	84	204	240	3584
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	25	83	123	0	87	0	143	0	0	0	0	20	481
		Net New Trips	105	135	18	1	100	0	10	58	0	0	54	68	549
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**542**	**1125**	**426**	**92**	**720**	**35**	**641**	**297**	**66**	**84**	**258**	**328**	**4614**

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Northwestbound			Total Volume
			Left	Thru	Thru	Right	Left	Thru	Right	
14	Durango Drive and US 95 Northbound	Final Base	117	1006	1263	10	688	0	586	3670
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	231	20	230	93	0	0	574
		Net New Trips	266	73	178	0	154	0	185	856
		Other	0	0	0	0	0	0	0	0
		Future Total	**383**	**1310**	**1461**	**240**	**935**	**0**	**771**	**5100**

ID	Intersection Name	Volume Type	Northbound		Southwestbound	Southeastbound			Total Volume
			Thru	Right	Thru	Left	Thru	Right	
15	Durango Drive and US 95 Southbound	Final Base	1142	474	1503	95	3	404	3621
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	52	94	113	179	0	0	438
		Net New Trips	338	108	196	1	0	174	817
		Other	0	0	0	0	0	0	0
		Future Total	**1532**	**676**	**1812**	**275**	**3**	**578**	**4876**

ID	Intersection Name	Volume Type	Southbound	Eastbound	Westbound		Total Volume
			Right	Thru	Thru	Right	
100	Log Cabin Way and Sky Pointe Drive	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	26	28	0	54
		Net New Trips	51	728	420	44	1243
		Other	0	0	0	0	0
		Future Total	**51**	**754**	**448**	**44**	**1297**

ID	Intersection Name	Volume Type	Northeastbound				Southwestbound			Northwestbound			Southeastbound			Total Volume
			U-T	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
101	Log Cabin Way and Woodside-Shea/O'Hare Road	Final Base	0	0	47	0	0	15	0	0	0	0	0	0	0	62
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	26	0	0	28	0	0	0	0	0	0	0	54
		Net New Trips	9	127	278	314	20	177	9	196	31	18	6	20	82	1287
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**9**	**127**	**351**	**314**	**20**	**220**	**9**	**196**	**31**	**18**	**6**	**20**	**82**	**1403**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
102	Log Cabin Way and Collector Road	Final Base	0	0	0	47	15	0	62
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	26	28	0	54
		Net New Trips	72	137	218	83	69	119	698
		Other	0	0	0	0	0	0	0
		Future Total	**72**	**137**	**218**	**156**	**112**	**119**	**814**

ID	Intersection Name	Volume Type	Southbound			Eastbound			Southwestbound			Northwestbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
103	Connector Road and Parcel A/C	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	7	37	0	0	11	0	56	111
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**0**	**0**	**0**	**7**	**37**	**0**	**0**	**11**	**0**	**56**	**111**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
104	Connector Road and Parcel B-C	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	41	124	0	0	66	67	204	0	44	0	546
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**41**	**124**	**0**	**0**	**66**	**67**	**204**	**0**	**44**	**0**	**546**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
105	O'Hare Road and Parcel F/G	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	23	0	16	0	0	39	26	183	0	60	261	34	642
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**23**	**0**	**16**	**0**	**0**	**39**	**26**	**183**	**0**	**60**	**261**	**34**	**642**

ID	Intersection Name	Volume Type	Northeastbound		Northwestbound		Southeastbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
106	O'Hare Road and Local Street A	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	73	27	29	136	153	123	541
		Other	0	0	0	0	0	0	0
		Future Total	**73**	**27**	**29**	**136**	**153**	**123**	**541**

ID	Intersection Name	Volume Type	Northbound		Westbound		Southeastbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
107	O'Hare Road and Local Street B	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	38	129	228	127	115	66	703
		Other	0	0	0	0	0	0	0
		Future Total	**38**	**129**	**228**	**127**	**115**	**66**	**703**

ID	Intersection Name	Volume Type	Eastbound		Southwestbound		Southeastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
108	O'Hare Road and Parcel F	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	244	355	47	29	0	675
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**244**	**355**	**47**	**29**	**0**	**675**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
109	O'Hare Road and Parcel D/E	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	15	0	30	46	0	15	25	226	22	45	371	70	865
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**15**	**0**	**30**	**46**	**0**	**15**	**25**	**226**	**22**	**45**	**371**	**70**	**865**

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
110	Local Street A and Parcel J West	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	8	0	0	13	0	21
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**8**	**0**	**0**	**13**	**0**	**21**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
111	Local Street A and Parcel J East	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	92	8	0	139	13	252
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**92**	**8**	**0**	**139**	**13**	**252**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
112	Local Street B and Parcel H/J	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	140	153	82	0	0	85	460
		Other	0	0	0	0	0	0	0
		Future Total	**140**	**153**	**82**	**0**	**0**	**85**	**460**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
203	El Capitan Way and Log Cabin Way	Final Base	9	2	10	0	2	2	6	27	16	12	15	0	101
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	6	0	0	0	0	0	0	12	22	0	20	0	60
		Net New Trips	74	19	3	0	0	4	7	63	90	2	69	0	331
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**89**	**21**	**13**	**0**	**2**	**6**	**13**	**102**	**128**	**14**	**104**	**0**	**492**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
204	Durango Drive and Log Cabin Way	Final Base	11	166	117	17	26	5	342
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	35	0	0	35	36	19	125
		Other	0	0	0	0	0	0	0
		Future Total	**46**	**166**	**117**	**52**	**62**	**24**	**467**

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Fair Share Volumes

Intersection 1: Kyle Canyon Road / Oso Blanca Road														
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound				Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-T	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	4	0	0	0	2	0	6
77: Single Familly	0	0	0	0	0	0	0	19	0	0	0	11	0	30
78: Active Adult	0	0	0	0	0	0	0	18	0	0	0	12	0	30
79: Single Family	0	0	0	0	0	0	0	8	0	0	0	5	0	13
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	3	0	3
81: Single Family	0	0	0	0	0	0	0	9	0	0	0	5	0	14
82: Single Family	0	0	0	0	0	0	0	5	0	0	0	3	0	8
83: Single Family	0	0	0	0	0	0	0	13	0	0	0	7	0	20
84: Single Family	0	0	0	0	0	0	0	29	0	0	0	17	0	46
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0	0
96: Commercial	0	0	0	0	0	0	0	2	0	35	0	3	0	40
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	1	0	1
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	0	0	0	0	0	0	5	0	0	0	3	0	8
Site-Generated Trips	0	0	0	0	0	0	0	112	0	35	0	72	0	
Future Total Volume	132	12	51	4	102	66	91	115	196	35	65	72	3	

Intersection 2: Kyle Canyon Road / US 95 SB DDI			
Zone ID: Name	Westbound	Northeastbound	Total
	Thru	Thru	
1: Regional Park and Single Family	0	0	0
2: Single Family	0	0	0
3: Single Family	0	0	0
4: Single Family	0	0	0
5: Single Family	0	0	0
6: Zone	0	0	0
7: Single Family	0	0	0
8: Single Family	0	0	0
9: Single Family	0	0	0
10: Single Family	0	0	0
11: Single Family	0	0	0
12: Single Family	0	0	0
13: Apartment	0	0	0
14: Single Family	0	0	0
41: Commercial	0	0	0
42: Single Family	0	0	0
45: Commercial	0	0	0
47: Commercial	0	0	0
48: Office	0	0	0
49: Apartment	0	0	0
50: Commercial	0	0	0
51: Commercial	0	0	0
76: Single Family	2	4	6
77: Single Familly	11	19	30
78: Active Adult	12	18	30
79: Single Family	5	8	13
80: Single Family	3	0	3
81: Single Family	5	9	14
82: Single Family	3	5	8
83: Single Family	7	13	20
84: Single Family	17	29	46
85: Commercial	0	0	0
86: High School	0	0	0
96: Commercial	38	37	75
97: Commercial	1	0	1
99: Elementary School	0	0	0
101: Single Family	3	5	8
Site-Generated Trips	107	147	
Future Total Volume	161	183	

Intersection 3: Kyle Canyon Road and US 95 NB DDI			
Zone ID: Name	Eastbound	Southwestbound	Total
	Thru	Thru	
1: Regional Park and Single Family	3	22	25
2: Single Family	1	7	8
3: Single Family	1	0	1
4: Single Family	1	0	1
5: Single Family	0	0	0
6: Zone	0	0	0
7: Single Family	0	0	0
8: Single Family	0	0	0
9: Single Family	0	0	0
10: Single Family	0	0	0
11: Single Family	0	0	0
12: Single Family	0	0	0
13: Apartment	0	0	0
14: Single Family	0	0	0
41: Commercial	0	0	0
42: Single Family	0	0	0
45: Commercial	0	0	0
47: Commercial	0	0	0
48: Office	0	0	0
49: Apartment	0	0	0
50: Commercial	0	0	0
51: Commercial	0	0	0
76: Single Family	5	20	25
77: Single Familly	25	79	104
78: Active Adult	23	87	110
79: Single Family	10	12	22
80: Single Family	2	12	14
81: Single Family	12	26	38
82: Single Family	6	11	17
83: Single Family	17	34	51
84: Single Family	38	66	104
85: Commercial	0	0	0
86: High School	0	0	0
96: Commercial	37	51	88
97: Commercial	0	0	0
99: Elementary School	0	0	0
101: Single Family	6	19	25
Site-Generated Trips	187	445	
Future Total Volume	213	473	

Intersection 4: Skye Canyon Park Drive and Log Cabin Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	29	0	0	0	0	42	0	17	24	0	112
2: Single Family	0	0	6	0	0	0	0	13	0	3	8	0	30
3: Single Family	0	0	0	0	0	0	0	1	0	0	1	0	2
4: Single Family	0	0	0	0	0	0	0	0	1	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	4	0	0	0	0	0	0	0	4	0	2	0	10
77: Single Familly	41	0	0	0	0	0	0	6	24	0	11	0	81
78: Active Adult	9	0	0	0	0	0	0	0	6	0	0	0	14
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	36	0	0	0	0	45	0	40	50	0	171
96: Commercial	5	0	0	0	0	0	0	3	0	0	2	0	10
97: Commercial	0	0	0	0	0	0	0	0	0	5	0	0	5
99: Elementary School	5	0	0	0	0	0	0	0	5	0	0	0	10
101: Single Family	24	0	0	0	0	0	0	0	7	0	2	0	33
Site-Generated Trips	88	0	71	0	0	0	0	110	45	65	100	0	
Future Total Volume	106	0	102	0	0	0	0	183	45	89	125	0	

Intersection 5: Skye Canyon Park Drive and O'Hare Road													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	29	0	0	17	0	0	0	0	0	0	0	46
2: Single Family	0	6	0	0	3	0	0	0	0	0	0	0	9
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	1	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	4	0	0	4	0	0	0	0	0	0	0	8
77: Single Familly	0	41	0	0	24	0	0	0	0	0	0	0	65
78: Active Adult	31	9	0	0	6	0	0	0	20	0	0	0	66
79: Single Family	58	0	0	0	0	0	0	0	35	0	0	0	93
80: Single Family	34	0	0	0	0	0	0	0	20	0	0	0	54
81: Single Family	45	0	0	0	0	0	0	0	27	0	0	0	72
82: Single Family	24	0	0	0	0	0	0	0	14	0	0	0	38
83: Single Family	64	0	0	0	0	0	0	0	37	0	0	0	101
84: Single Family	169	0	0	0	0	0	0	0	99	0	0	0	268
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	40	36	0	0	0	0	0	76
96: Commercial	10	5	0	0	0	0	0	0	5	0	0	0	20
97: Commercial	1	0	0	0	5	0	0	0	0	0	0	0	6
99: Elementary School	11	5	0	0	5	0	0	0	10	0	0	0	31
101: Single Family	0	24	0	0	7	0	0	0	0	0	0	0	31
Site-Generated Trips	446	123	0	0	71	40	36	0	266	0	0	0	
Future Total Volume	446	204	81	0	110	40	36	0	266	48	0	0	

Intersection 6: Skye Canyon Park Drive and Iron Mountain Road													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	29	0	0	17	0	0	0	0	0	0	0	46
2: Single Family	0	6	0	0	3	0	0	0	0	0	0	0	9
3: Single Family	0	0	17	0	0	0	0	0	0	10	0	0	26
4: Single Family	0	0	1	1	0	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	4	0	0	4	0	0	0	0	0	0	0	8
77: Single Familly	0	41	0	0	24	0	0	0	0	0	0	0	65
78: Active Adult	0	40	0	0	26	0	0	0	0	0	0	0	66
79: Single Family	0	58	0	0	35	0	0	0	0	0	0	0	93
80: Single Family	0	34	0	0	20	0	0	0	0	0	0	0	54
81: Single Family	0	45	0	0	27	0	0	0	0	0	0	0	72
82: Single Family	0	24	0	0	14	0	0	0	0	0	0	0	38
83: Single Family	0	64	0	0	37	0	0	0	0	0	0	0	101
84: Single Family	0	169	0	0	99	0	0	0	0	0	0	0	268
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
96: Commercial	0	10	0	5	0	0	0	0	0	0	0	5	20
97: Commercial	0	1	0	0	5	0	0	0	0	5	0	0	11
99: Elementary School	0	8	0	0	8	8	8	0	0	0	0	0	31
101: Single Family	0	24	0	0	7	0	0	0	0	0	0	0	31
Site-Generated Trips	0	556	17	6	323	8	8	0	0	15	0	5	
Future Total Volume	15	706	149	9	404	8	9	8	18	105	2	14	

Intersection 7: Skye Canyon Park Drive and Brent Lane													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	29	0	0	17	0	0	0	0	0	0	0	46
2: Single Family	0	6	0	0	3	0	0	0	0	0	0	0	9
3: Single Family	0	17	0	0	10	0	0	0	0	0	0	0	26
4: Single Family	0	1	0	0	0	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	4	0	0	4	0	0	0	0	0	0	0	8
77: Single Familly	0	41	0	0	24	0	0	0	0	0	0	0	65
78: Active Adult	0	40	0	0	26	0	0	0	0	0	0	0	66
79: Single Family	0	58	0	0	35	0	0	0	0	0	0	0	93
80: Single Family	0	34	0	0	20	0	0	0	0	0	0	0	54
81: Single Family	0	45	0	0	27	0	0	0	0	0	0	0	72
82: Single Family	0	24	0	0	14	0	0	0	0	0	0	0	38
83: Single Family	0	64	0	0	37	0	0	0	0	0	0	0	101
84: Single Family	0	169	0	0	99	0	0	0	0	0	0	0	268
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
96: Commercial	0	10	0	0	0	0	0	0	0	0	0	0	10
97: Commercial	0	1	0	0	10	0	0	0	0	0	0	0	11
99: Elementary School	0	0	0	0	0	8	8	0	0	0	0	0	16
101: Single Family	0	24	0	0	7	0	0	0	0	0	0	0	31
Site-Generated Trips	0	565	0	0	331	8	8	0	0	0	0	0	
Future Total Volume	16	828	140	7	512	10	12	21	35	104	10	13	

Intersection 8: Skye Canyon Park Drive and Sky Pointe/Fort Apache Road													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	29	0	0	17	0	0	0	0	0	0	0	46
2: Single Family	0	6	0	0	3	0	0	0	0	0	0	0	9
3: Single Family	0	17	0	0	10	0	0	0	0	0	0	0	26
4: Single Family	0	1	11	0	0	0	7	0	0	0	0	0	19
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	1	0	0	0	0	0	0	0	0	0	1
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	1	0	0	0	0	0	0	0	0	0	1
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	4	0	1	3	0	0	0	0	0	0	0	8
77: Single Familly	0	37	0	2	22	0	0	0	4	0	0	0	65
78: Active Adult	0	13	0	18	8	0	0	0	27	0	0	0	66
79: Single Family	0	42	0	9	26	0	0	0	16	0	0	0	93
80: Single Family	0	28	0	4	16	0	0	0	6	0	0	0	54
81: Single Family	0	40	0	3	24	0	0	0	5	0	0	0	72
82: Single Family	0	20	0	3	11	0	0	0	4	0	0	0	38
83: Single Family	0	57	0	3	34	0	0	0	7	0	0	0	101
84: Single Family	0	123	0	26	72	0	0	0	46	0	0	0	268
85: Commercial	0	0	8	0	0	0	9	0	0	0	0	0	17
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
96: Commercial	0	0	10	0	0	0	0	0	10	0	0	0	20
97: Commercial	0	1	0	15	62	0	0	0	0	0	0	0	78
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	22	0	1	6	0	0	0	2	0	0	0	31
Site-Generated Trips	0	438	32	85	313	0	16	0	127	0	0	0	
Future Total Volume	1	866	448	93	582	0	267	0	134	0	0	3	

Intersection 9: Skye Canyon Park Drive and US 95 SPUI							
Zone ID: Name	Eastbound		Westbound		Northwestbound	Southeastbound	Total
	Left	Thru	Left	Thru	Left	Left	
1: Regional Park and Single Family	0	0	17	0	0	0	17
2: Single Family	0	0	3	0	0	0	3
3: Single Family	0	0	10	0	0	0	10
4: Single Family	0	0	7	0	0	1	8
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	1	1
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	1	1
10: Single Family	0	0	0	0	0	0	0
11: Single Family	2	0	0	0	18	0	20
12: Single Family	2	0	0	0	26	0	28
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	1	0	0	0	12	0	13
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	4	4	0	3	0	0	11
77: Single Familly	19	19	11	11	0	0	60
78: Active Adult	37	0	8	0	0	0	45
79: Single Family	4	12	11	15	0	0	42
80: Single Family	0	11	9	7	0	0	27
81: Single Family	9	9	18	6	0	0	42
82: Single Family	2	7	7	4	0	0	20
83: Single Family	10	15	25	9	0	0	59
84: Single Family	0	58	38	34	0	0	130
85: Commercial	0	1	8	0	0	0	9
86: High School	0	0	0	0	0	0	0
96: Commercial	0	0	0	0	0	10	10
97: Commercial	0	0	17	43	0	0	60
99: Elementary School	0	0	0	0	0	0	0
101: Single Family	0	10	0	6	0	0	16
Site-Generated Trips	90	146	189	136	55	13	
Future Total Volume	114	477	362	480	1680	126	

Intersection 10: Fort Apache Road and Sky Pointe Drive/Horse Drive													
Zone ID: Name	Northbound			Westbound			Northeastbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	7	0	0	0	11	0	0	19
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	0	0	1	0	0	1
77: Single Familly	0	4	0	0	0	0	0	0	0	0	2	0	6
78: Active Adult	0	27	0	0	0	0	0	0	0	0	18	0	44
79: Single Family	0	16	0	0	0	0	0	0	0	0	9	0	24
80: Single Family	0	6	0	0	0	0	0	0	0	0	4	0	10
81: Single Family	0	5	0	0	0	0	0	0	0	0	3	0	8
82: Single Family	0	4	0	0	0	0	0	0	0	0	3	0	7
83: Single Family	0	7	0	0	0	0	0	0	0	0	3	0	10
84: Single Family	0	46	0	0	0	0	0	0	0	0	26	0	73
85: Commercial	11	0	0	0	0	0	9	0	11	0	0	8	39
86: High School	0	0	0	0	0	0	0	0	0	0	0	0	0
96: Commercial	0	10	0	0	0	0	0	0	0	0	10	0	20
97: Commercial	0	0	0	0	0	0	0	0	0	0	15	0	15
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	2	0	0	0	0	0	0	0	0	1	0	3
Site-Generated Trips	11	127	0	0	0	7	9	0	11	12	96	8	
Future Total Volume	14	211	5	3	1	79	105	2	14	140	275	134	

Intersection 11: Horse Drive and El Capitan Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	10	0	0	6	0	0	0	0	0	0	0	15
2: Single Family	0	3	0	0	2	0	0	0	0	0	0	0	5
3: Single Family	0	8	0	0	5	0	0	0	0	0	0	0	13
4: Single Family	0	0	8	0	0	7	11	0	0	5	0	0	31
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	2	0	0	0	0	0	0	1	0	0	0	3
77: Single Familly	0	6	0	0	3	0	0	0	0	0	0	0	9
78: Active Adult	0	0	0	0	0	0	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	38	0	10	40	0	0	0	0	0	0	9	97
96: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	67	8	10	55	7	11	0	1	5	0	9	
Future Total Volume	47	221	11	16	207	14	19	29	57	7	36	15	

Intersection 12: El Capitan Way and Grand Teton Drive													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	10	0	0	6	0	0	0	0	0	0	0	15
2: Single Family	0	3	0	0	2	0	0	0	0	0	0	0	5
3: Single Family	0	8	0	0	5	0	0	0	0	0	0	0	13
4: Single Family	0	8	0	0	5	0	0	0	0	0	0	0	12
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	1	0	0	1	0	0	0	0	0	0	1	3
77: Single Familly	0	6	0	2	3	0	0	0	0	0	0	4	15
78: Active Adult	0	23	0	2	16	0	0	0	0	0	0	4	44
79: Single Family	0	14	0	1	8	0	0	0	0	0	0	2	24
80: Single Family	0	5	0	1	3	0	0	0	0	0	0	1	10
81: Single Family	0	3	0	1	2	0	0	0	0	0	0	2	8
82: Single Family	0	3	0	1	2	0	0	0	0	0	0	1	7
83: Single Family	0	4	0	1	2	0	0	0	0	0	0	3	10
84: Single Family	0	40	0	3	23	0	0	0	0	0	0	6	73
85: Commercial	0	11	0	0	11	0	0	0	0	0	0	0	22
86: High School	0	19	0	20	20	0	0	0	0	0	0	19	78
96: Commercial	0	5	0	5	5	0	0	0	0	0	0	5	20
97: Commercial	0	0	0	6	9	0	0	0	0	0	0	0	15
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	1	0	1	0	0	0	0	0	0	0	1	3
Site-Generated Trips	0	163	0	44	122	0	0	0	0	0	0	49	
Future Total Volume	21	567	85	105	428	6	2	89	69	54	92	125	

Intersection 13: Durango Drive and El Capitan Way/Farm Road													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	10	19	0	0	11	0	0	0	0	0	0	6	46
2: Single Family	3	9	0	0	5	0	0	0	0	0	0	2	19
3: Single Family	8	17	0	0	10	0	0	0	0	0	0	5	40
4: Single Family	8	0	0	0	0	0	0	0	0	0	0	5	12
5: Single Family	0	3	0	0	1	0	0	0	0	0	0	0	4
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	19	0	0	12	0	0	0	0	0	0	0	31
8: Single Family	0	1	0	0	1	0	0	0	0	0	0	0	2
9: Single Family	0	17	0	0	11	0	0	0	0	0	0	0	28
10: Single Family	0	0	18	0	0	0	10	0	0	0	0	0	28
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	17	0	0	19	0	0	0	0	0	0	0	36
42: Single Family	0	2	0	0	1	0	0	0	0	0	0	0	3
45: Commercial	0	24	0	0	26	0	0	0	0	0	0	0	50
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	1	0	0	1	0	2
77: Single Familly	0	5	0	0	3	0	0	6	0	0	3	0	16
78: Active Adult	18	0	0	0	0	0	0	5	0	0	4	12	38
79: Single Family	12	0	0	0	0	0	0	2	0	0	1	7	21
80: Single Family	3	0	0	0	0	0	0	2	0	0	1	2	8
81: Single Family	0	0	0	0	0	0	0	3	0	0	2	0	5
82: Single Family	2	0	0	0	0	0	0	1	0	0	1	1	5
83: Single Family	0	0	0	0	0	0	0	4	0	0	2	0	6
84: Single Family	31	0	0	0	0	0	0	9	0	0	5	18	64
85: Commercial	11	0	0	0	0	0	0	0	0	0	0	11	22
86: High School	0	0	0	0	0	0	0	19	0	0	20	0	39
96: Commercial	0	0	0	0	0	0	0	5	0	0	5	0	10
97: Commercial	0	0	0	0	0	0	0	0	0	0	9	0	9
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	2	0	1	0	0	0	1	0	0	0	0	4
Site-Generated Trips	105	135	18	1	100	0	10	58	0	0	54	68	
Future Total Volume	542	1125	426	92	720	35	641	297	66	84	258	328	

Intersection 14: Durango Drive and US 95 Northbound								
Zone ID: Name	Northeastbound		Southwestbound		Northwestbound			Total
	Left	Thru	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	17	0	0	0	29	46
2: Single Family	0	0	7	0	0	0	12	19
3: Single Family	0	0	14	0	0	0	25	40
4: Single Family	0	0	5	0	0	0	8	12
5: Single Family	0	0	1	0	0	0	3	4
6: Zone	0	0	0	0	0	0	0	0
7: Single Family	0	0	12	0	0	0	19	31
8: Single Family	0	0	1	0	0	0	1	2
9: Single Family	0	0	11	0	0	0	17	28
10: Single Family	0	1	10	0	0	0	17	28
11: Single Family	0	0	0	0	53	0	0	53
12: Single Family	0	0	0	0	26	0	0	26
13: Apartment	1	0	0	0	14	0	0	15
14: Single Family	1	0	0	0	13	0	0	14
41: Commercial	0	0	19	0	0	0	17	36
42: Single Family	0	0	1	0	0	0	2	3
45: Commercial	0	0	26	0	0	0	24	50
47: Commercial	0	0	0	0	12	0	0	12
48: Office	1	0	0	0	0	0	0	1
49: Apartment	1	0	0	0	14	0	0	15
50: Commercial	1	0	0	0	11	0	0	12
51: Commercial	1	0	0	0	11	0	0	12
76: Single Family	12	0	0	0	0	0	0	12
77: Single Familly	50	5	3	0	0	0	0	57
78: Active Adult	35	18	12	0	0	0	0	65
79: Single Family	11	12	7	0	0	0	0	30
80: Single Family	14	3	2	0	0	0	0	19
81: Single Family	27	0	0	0	0	0	0	27
82: Single Family	11	2	1	0	0	0	0	14
83: Single Family	36	0	0	0	0	0	0	36
84: Single Family	52	31	18	0	0	0	0	101
85: Commercial	0	0	11	0	0	0	11	22
86: High School	0	0	0	0	0	0	0	0
96: Commercial	0	0	0	0	0	0	0	0
97: Commercial	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0
101: Single Family	12	2	0	0	0	0	0	14
Site-Generated Trips	266	73	178	0	154	0	185	
Future Total Volume	383	1310	1461	240	935	0	771	

Intersection 15: Durango Drive and US 95 Southbound							
Zone ID: Name	Northbound		Southwestbound	Southeastbound			Total
	Thru	Right	Thru	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	1	0	0	1
11: Single Family	0	31	53	0	0	0	84
12: Single Family	0	15	26	0	0	0	41
13: Apartment	1	9	14	0	0	1	25
14: Single Family	1	7	13	0	0	1	22
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	13	12	0	0	0	25
48: Office	1	0	0	0	0	0	1
49: Apartment	1	9	14	0	0	1	25
50: Commercial	1	12	11	0	0	1	25
51: Commercial	1	12	11	0	0	1	25
76: Single Family	12	0	0	0	0	7	19
77: Single Familly	54	0	3	0	0	30	87
78: Active Adult	53	0	12	0	0	22	87
79: Single Family	23	0	7	0	0	7	37
80: Single Family	17	0	2	0	0	8	27
81: Single Family	27	0	0	0	0	16	43
82: Single Family	13	0	1	0	0	6	20
83: Single Family	36	0	0	0	0	22	58
84: Single Family	83	0	18	0	0	31	132
85: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0
96: Commercial	0	0	0	0	0	0	0
97: Commercial	0	0	0	0	0	11	11
99: Elementary School	0	0	0	0	0	0	0
101: Single Family	14	0	0	0	0	8	22
Site-Generated Trips	338	108	196	1	0	174	
Future Total Volume	1532	676	1812	275	3	578	

Intersection 100: Log Cabin Way and Sky Pointe Drive					
Zone ID: Name	Southbound	Eastbound	Westbound		Total
	Right	Thru	Thru	Right	
1: Regional Park and Single Family	0	42	24	0	66
2: Single Family	0	13	8	0	21
3: Single Family	0	1	1	0	2
4: Single Family	0	1	0	0	1
5: Single Family	0	0	0	0	0
6: Zone	0	0	0	0	0
7: Single Family	0	0	0	0	0
8: Single Family	0	0	0	0	0
9: Single Family	0	0	0	0	0
10: Single Family	0	0	0	0	0
11: Single Family	0	0	0	0	0
12: Single Family	0	0	0	0	0
13: Apartment	0	0	0	0	0
14: Single Family	0	0	0	0	0
41: Commercial	0	0	0	0	0
42: Single Family	0	0	0	0	0
45: Commercial	0	0	0	0	0
47: Commercial	0	0	0	0	0
48: Office	0	0	0	0	0
49: Apartment	0	0	0	0	0
50: Commercial	0	0	0	0	0
51: Commercial	0	0	0	0	0
76: Single Family	0	35	21	0	56
77: Single Familly	0	138	82	0	219
78: Active Adult	0	142	91	0	233
79: Single Family	0	22	13	0	35
80: Single Family	0	19	13	0	32
81: Single Family	0	47	28	0	75
82: Single Family	0	21	12	0	34
83: Single Family	0	63	36	0	99
84: Single Family	0	120	71	0	191
85: Commercial	0	0	0	0	0
86: High School	0	0	0	0	0
96: Commercial	51	44	0	44	139
97: Commercial	0	0	1	0	1
99: Elementary School	0	0	0	0	0
101: Single Family	0	22	20	0	42
Site-Generated Trips	51	728	420	44	
Future Total Volume	51	754	448	44	

Intersection 101: Log Cabin Way and Woodside-Shea/O'Hare Road														
Zone ID: Name	Northeastbound				Southwestbound			Northwestbound			Southeastbound			Total
	U-T	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	42	0	0	24	0	0	0	0	0	0	0	66
2: Single Family	0	0	13	0	0	8	0	0	0	0	0	0	0	21
3: Single Family	0	0	1	0	0	1	0	0	0	0	0	0	0	2
4: Single Family	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	35	0	0	21	0	0	0	0	0	0	0	56
77: Single Familly	0	0	138	0	0	82	0	0	0	0	0	0	0	219
78: Active Adult	0	127	15	0	0	9	9	0	31	0	6	20	82	299
79: Single Family	0	0	0	22	0	0	0	13	0	0	0	0	0	35
80: Single Family	0	0	0	19	0	0	0	13	0	0	0	0	0	32
81: Single Family	0	0	0	47	0	0	0	28	0	0	0	0	0	75
82: Single Family	0	0	0	21	0	0	0	12	0	0	0	0	0	34
83: Single Family	0	0	0	63	0	0	0	36	0	0	0	0	0	99
84: Single Family	0	0	0	120	0	0	0	71	0	0	0	0	0	191
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	20	0	0	0	0	18	0	0	0	38
96: Commercial	9	0	12	23	0	13	0	22	0	0	0	0	0	79
97: Commercial	0	0	0	0	0	0	0	1	0	0	0	0	0	1
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	0	22	0	0	20	0	0	0	0	0	0	0	42
Site-Generated Trips	9	127	278	314	20	177	9	196	31	18	6	20	82	
Future Total Volume	9	127	351	314	20	220	9	196	31	18	6	20	82	

Intersection 102: Log Cabin Way and Collector Road							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Regional Park and Single Family	0	0	0	42	24	0	66
2: Single Family	0	0	0	13	8	0	21
3: Single Family	0	0	0	1	1	0	2
4: Single Family	0	0	0	1	0	0	1
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	4	21	35	0	0	6	65
77: Single Familly	30	82	138	0	0	52	300
78: Active Adult	0	9	15	6	9	0	38
79: Single Family	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0
86: High School	27	0	0	18	20	30	95
96: Commercial	0	6	9	3	7	0	25
97: Commercial	0	0	0	0	0	0	0
99: Elementary School	5	0	0	0	0	5	10
101: Single Family	7	20	22	0	0	26	75
Site-Generated Trips	72	137	218	83	69	119	
Future Total Volume	72	137	218	156	112	119	

Intersection 103: Connector Road and Parcel A/C													
Zone ID: Name	Southbound			Eastbound			Southwestbound			Northwestbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	24	0	0	0	0	41	65
77: Single Familly	0	0	0	0	0	0	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	7	0	0	0	11	0	0	18
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	9	0	0	0	0	10	19
96: Commercial	0	0	0	0	0	0	2	0	0	0	0	3	5
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	2	0	0	0	0	2	4
101: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	7	37	0	0	11	0	56	
Future Total Volume	0	0	0	0	0	7	37	0	0	11	0	56	

Intersection 104: Connector Road and Parcel B-C													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	41	0	0	24	0	65
77: Single Familly	0	0	0	111	0	0	0	0	189	0	0	0	300
78: Active Adult	0	0	2	0	0	0	4	11	0	0	7	0	24
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	9	9	0	0	10	10	10	0	9	0	57
96: Commercial	0	0	2	2	0	0	3	3	3	0	2	0	15
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	1	2	0	0	1	2	2	0	2	0	10
101: Single Family	0	0	27	0	0	0	48	0	0	0	0	0	75
Site-Generated Trips	0	0	41	124	0	0	66	67	204	0	44	0	
Future Total Volume	0	0	41	124	0	0	66	67	204	0	44	0	

Intersection 105: O'Hare Road and Parcel F/G													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
77: Single Familly	0	0	0	0	0	0	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	0	0	31	0	0	20	0	52
79: Single Family	0	0	0	0	0	0	0	13	0	0	22	0	35
80: Single Family	0	0	0	0	0	0	0	13	0	0	19	0	32
81: Single Family	0	0	0	0	0	28	0	0	0	47	0	0	75
82: Single Family	12	0	14	0	0	0	24	0	0	0	0	21	71
83: Single Family	0	0	0	0	0	0	0	36	0	0	63	0	99
84: Single Family	0	0	0	0	0	0	0	71	0	0	120	0	191
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	9	0	0	0	0	9	0	0	0	10	0	10	38
96: Commercial	2	0	0	0	0	2	0	18	0	3	17	3	45
97: Commercial	0	0	0	0	0	0	0	1	0	0	0	0	1
99: Elementary School	0	0	2	0	0	0	2	0	0	0	0	0	4
101: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	23	0	16	0	0	39	26	183	0	60	261	34	
Future Total Volume	23	0	16	0	0	39	26	183	0	60	261	34	

Intersection 106: O'Hare Road and Local Street A							
Zone ID: Name	Northeastbound		Northwestbound		Southeastbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Familly	0	0	0	0	0	0	0
78: Active Adult	0	0	0	31	20	0	52
79: Single Family	0	0	0	13	22	0	35
80: Single Family	0	0	0	13	19	0	32
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	24	14	0	38
83: Single Family	0	0	0	36	63	0	99
84: Single Family	71	27	29	0	0	120	247
85: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0
96: Commercial	2	0	0	16	14	3	35
97: Commercial	0	0	0	1	0	0	1
99: Elementary School	0	0	0	2	2	0	4
101: Single Family	0	0	0	0	0	0	0
Site-Generated Trips	73	27	29	136	153	123	
Future Total Volume	73	27	29	136	153	123	

Intersection 107: O'Hare Road and Local Street B							
Zone ID: Name	Northbound		Westbound		Southeastbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Familly	0	0	0	0	0	0	0
78: Active Adult	0	0	0	31	20	0	52
79: Single Family	0	0	0	13	22	0	35
80: Single Family	0	0	0	13	19	0	32
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	24	14	0	38
83: Single Family	36	37	64	0	0	63	199
84: Single Family	0	71	140	29	27	0	268
85: Commercial	0	0	0	0	0	0	0
86: High School	0	18	20	0	0	0	38
96: Commercial	2	0	0	14	11	3	30
97: Commercial	0	0	0	1	0	0	1
99: Elementary School	0	3	4	2	2	0	11
101: Single Family	0	0	0	0	0	0	0
Site-Generated Trips	38	129	228	127	115	66	
Future Total Volume	38	129	228	127	115	66	

Intersection 108: O'Hare Road and Parcel F							
Zone ID: Name	Eastbound		Southwestbound		Southeastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Familly	0	0	0	0	0	0	0
78: Active Adult	0	20	31	0	0	0	52
79: Single Family	0	22	13	0	0	0	35
80: Single Family	0	19	13	0	0	0	32
81: Single Family	0	0	0	45	27	0	72
82: Single Family	0	14	24	0	0	0	38
83: Single Family	0	37	64	0	0	0	101
84: Single Family	0	99	169	0	0	0	268
85: Commercial	0	0	0	0	0	0	0
86: High School	0	18	20	0	0	0	38
96: Commercial	0	11	14	0	0	0	25
97: Commercial	0	0	1	0	0	0	1
99: Elementary School	0	5	6	2	2	0	15
101: Single Family	0	0	0	0	0	0	0
Site-Generated Trips	0	244	355	47	29	0	
Future Total Volume	0	244	355	47	29	0	

Intersection 109: O'Hare Road and Parcel D/E													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
77: Single Familly	0	0	0	0	0	0	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	0	0	20	0	0	31	0	52
79: Single Family	0	0	0	35	0	13	22	0	0	0	0	58	128
80: Single Family	13	0	20	0	0	0	0	0	19	34	0	0	85
81: Single Family	0	0	0	0	0	0	0	27	0	0	45	0	72
82: Single Family	0	0	0	0	0	0	0	14	0	0	24	0	38
83: Single Family	0	0	0	0	0	0	0	37	0	0	64	0	101
84: Single Family	0	0	0	0	0	0	0	99	0	0	169	0	268
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	9	9	0	0	0	18	0	10	20	10	76
96: Commercial	2	0	0	0	0	2	3	5	3	0	10	0	25
97: Commercial	0	0	0	0	0	0	0	0	0	0	1	0	1
99: Elementary School	0	0	1	2	0	0	0	7	0	1	8	2	21
101: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	15	0	30	46	0	15	25	226	22	45	371	70	
Future Total Volume	15	0	30	46	0	15	25	226	22	45	371	70	

Intersection 110: Local Street A and Parcel J West							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Familly	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0
84: Single Family	0	8	0	0	13	0	20
85: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0
96: Commercial	0	0	0	0	0	0	0
97: Commercial	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0
101: Single Family	0	0	0	0	0	0	0
Site-Generated Trips	0	8	0	0	13	0	
Future Total Volume	0	8	0	0	13	0	

Intersection 111: Local Street A and Parcel J East							
Zone ID: Name	Northbound		Eastbound		Westbound		Total
	Left	Right	Thru	Right	Left	Thru	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Familly	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0
84: Single Family	0	90	8	0	136	13	247
85: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	0
96: Commercial	0	2	0	0	3	0	5
97: Commercial	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0
101: Single Family	0	0	0	0	0	0	0
Site-Generated Trips	0	92	8	0	139	13	
Future Total Volume	0	92	8	0	139	13	

Intersection 112: Local Street B and Parcel H/J							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Familly	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0
83: Single Family	126	0	0	0	0	73	199
84: Single Family	0	140	71	0	0	0	211
85: Commercial	0	0	0	0	0	0	0
86: High School	10	10	9	0	0	9	38
96: Commercial	3	0	0	0	0	2	5
97: Commercial	0	0	0	0	0	0	0
99: Elementary School	1	3	2	0	0	1	7
101: Single Family	0	0	0	0	0	0	0
Site-Generated Trips	140	153	82	0	0	85	
Future Total Volume	140	153	82	0	0	85	

Intersection 203: El Capitan Way and Log Cabin Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	10	0	0	0	0	0	0	11	6	0	19	0	46
2: Single Family	0	0	3	0	0	4	7	13	0	2	7	0	35
3: Single Family	0	0	0	0	0	0	0	1	0	0	1	0	2
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	2	0	0	0	0	0	0	0	0	0	0	0	2
77: Single Familly	6	0	0	0	0	0	0	3	3	0	5	0	16
78: Active Adult	0	0	0	0	0	0	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	56	19	0	0	0	0	0	33	81	0	28	0	217
96: Commercial	0	0	0	0	0	0	0	3	0	0	2	0	5
97: Commercial	0	0	0	0	0	0	0	0	0	0	5	0	5
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
101: Single Family	0	0	0	0	0	0	0	0	0	0	2	0	2
Site-Generated Trips	74	19	3	0	0	4	7	63	90	2	69	0	
Future Total Volume	89	21	13	0	2	6	13	102	128	14	104	0	

Intersection 204: Durango Drive and Log Cabin Way							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
1: Regional Park and Single Family	19	0	0	0	0	11	31
2: Single Family	9	0	0	0	0	5	14
3: Single Family	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0
77: Single Familly	5	0	0	0	0	3	7
78: Active Adult	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0
86: High School	0	0	0	28	33	0	61
96: Commercial	0	0	0	2	3	0	5
97: Commercial	0	0	0	5	0	0	5
99: Elementary School	0	0	0	0	0	0	0
101: Single Family	2	0	0	0	0	0	2
Site-Generated Trips	35	0	0	35	36	19	
Future Total Volume	46	166	117	52	62	24	

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 9 PM Buildout_181206
Report File: J:\...\6_181206_PM Buildout_3400 units.pdf
1/6/2019

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Regional Park and Single Family		210	Dwelling Units	0.990	160.000	63.00	37.00	100	58	158	4.05
2: Single Family		210	Dwelling Units	0.990	49.000	63.00	37.00	31	18	49	1.26
3: Single Family		210	Dwelling Units	0.990	69.000	63.00	37.00	43	25	68	1.74
4: Single Family		210	Dwelling Units	0.990	32.000	63.00	37.00	20	12	32	0.82
5: Single Family		210	Dwelling Units	0.990	4.000	63.00	37.00	3	1	4	0.10
6: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
7: Single Family		210	Dwelling Units	0.990	40.000	63.00	37.00	25	15	40	1.03
8: Single Family		210	Dwelling Units	0.990	2.000	63.00	37.00	1	1	2	0.05
9: Single Family		210	Dwelling Units	0.990	37.000	63.00	37.00	23	14	37	0.95
10: Single Family		210	Dwelling Units	0.990	36.000	63.00	37.00	23	13	36	0.92
11: Single Family		210	Dwelling Units	0.990	195.000	63.00	37.00	122	71	193	4.95
12: Single Family		210	Dwelling Units	0.990	143.000	63.00	37.00	89	53	142	3.64
13: Apartment		221	Dwelling Units	0.440	150.000	61.00	39.00	40	26	66	1.69
14: Single Family		210	Dwelling Units	0.990	59.000	63.00	37.00	37	21	58	1.49
41: Commercial		820	1000 Square Feet	3.810	10.000	48.00	52.00	18	20	38	0.97
42: Single Family		210	Dwelling Units	0.990	3.000	63.00	37.00	2	1	3	0.08
45: Commercial		820	1000 Square Feet	3.810	17.500	48.00	52.00	32	35	67	1.72
47: Commercial		820	1000 Square Feet	3.810	22.000	48.00	52.00	40	44	84	2.15
48: Office		710	1000 Square Feet	1.150	30.000	16.00	84.00	5	29	35	0.90
49: Apartment		221	Dwelling Units	0.440	150.000	61.00	39.00	40	26	66	1.69
50: Commercial		820	1000 Square Feet	3.810	17.000	48.00	52.00	31	34	65	1.67
51: Commercial		820	1000 Square Feet	3.810	17.000	48.00	52.00	31	34	65	1.67
76: Single Family		210	Dwelling Units	0.640	103.000	63.00	37.00	42	24	66	1.69

77: Single Familly		210	Dwelling Units	0.640	468.000	63.00	37.00	189	111	300	7.69
78: Active Adult		251	Dwelling Units	0.300	1,000.000	61.00	39.00	183	117	300	7.69
79: Single Family		210	Dwelling Units	0.640	202.000	63.00	37.00	81	48	129	3.31
80: Single Family		210	Dwelling Units	0.640	141.000	63.00	37.00	57	33	90	2.31
81: Single Family		210	Dwelling Units	0.640	228.000	63.00	37.00	92	54	146	3.74
82: Single Family		210	Dwelling Units	0.640	111.000	63.00	37.00	45	26	71	1.82
83: Single Family		210	Dwelling Units	0.640	310.000	63.00	37.00	125	73	198	5.08
84: Single Family		210	Dwelling Units	0.640	716.000	63.00	37.00	289	169	458	11.74
85: Commercial		820	1000 Square Feet	3.810	10.237	48.00	52.00	19	20	39	1.00
86: High School		530	Students	0.140	2,800.000	48.00	52.00	188	204	392	10.05
96: Commercial		820	1000 Square Feet	3.810	25.918	48.00	52.00	48	51	99	2.54
97: Commercial		820	1000 Square Feet	3.810	51.401	48.00	52.00	94	102	196	5.03
99: Elementary School		520	Students	0.170	182.000	48.00	52.00	15	16	31	0.79
101: Single Family		210	Dwelling Units	0.640	121.000	63.00	37.00	49	28	77	1.97
					Added Trips Total			**2272**	**1627**	**3900**	**100.00**

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 9 PM Buildout_181206
Report File: J:\...\6_181206_PM Buildout_3400 units.pdf
1/6/2019

Trip Distribution summary

Zone / Gate	Zone 1: Regional Park and Single Family			
	To Regional Park and Single Family:		From Regional Park and Single Family:	
	Share %	Trips	Share %	Trips
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	3	0.00	0
39: Gate	0.00	0	97.00	56
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	2
55: Gate	97.00	97	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0

Zone / Gate	Zone 2: Single Family			
	To Single Family:		From Single Family:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	97.00	17
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	97.00	30	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0

58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**100**	**100.00**	**58**

58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**18**

	Zone 3: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0

	Zone 4: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0

80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	3.00	1	38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	97.00	24	39: Gate	0.00	0	97.00	12
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1	53: Gate	0.00	0	3.00	0
55: Gate	97.00	42	0.00	0	55: Gate	97.00	19	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0	94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0	95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0	103: Gate	0.00	0	0.00	0
Total	**100.00**	**43**	**103.00**	**26**	**Total**	**100.00**	**20**	**100.00**	**12**

	Zone 5: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

	Zone 6: Zone			
	To Zone:		From Zone:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	1
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	97.00	3	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0

5: Single Family	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	0
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	97.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0

75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**3**	**100.00**	**1**

75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**0**	**100.00**	**0**

	Zone 7: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	74.00	12
44: Gate	23.00	6	23.00	3
46: Gate	0.00	0	0.00	0

	Zone 8: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	77.00	1
44: Gate	23.00	0	23.00	0
46: Gate	0.00	0	0.00	0

53: Gate	0.00	0	3.00	0
55: Gate	74.00	19	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**26**	**100.00**	**15**

53: Gate	0.00	0	0.00	0
55: Gate	77.00	1	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**1**	**100.00**	**1**

	Zone 9: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0

	Zone 10: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0

76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	74.00	11
44: Gate	23.00	5	23.00	3
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	74.00	17	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**23**	**100.00**	**14**

76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	74.00	10
44: Gate	23.00	5	23.00	3
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	74.00	17	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**23**	**100.00**	**13**

	Zone 11: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips

	Zone 12: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips

1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	4	0.00	0
39: Gate	0.00	0	58.00	41
44: Gate	0.00	0	0.00	0
46: Gate	39.00	48	39.00	28
53: Gate	0.00	0	3.00	2
55: Gate	58.00	71	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0

1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	3	0.00	0
39: Gate	0.00	0	58.00	30
44: Gate	0.00	0	0.00	0
46: Gate	39.00	35	39.00	21
53: Gate	0.00	0	3.00	2
55: Gate	58.00	52	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0

70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**123**	**100.00**	**71**

70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**90**	**100.00**	**53**

	Zone 13: Apartment			
	To Apartment:		From Apartment:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0

	Zone 14: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0

101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	9
44: Gate	23.00	9	23.00	6
46: Gate	39.00	16	39.00	10
53: Gate	0.00	0	3.00	1
55: Gate	35.00	14	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**40**	**100.00**	**26**

101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	7
44: Gate	23.00	9	23.00	5
46: Gate	39.00	14	39.00	8
53: Gate	0.00	0	3.00	1
55: Gate	35.00	13	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**37**	**100.00**	**21**

	Zone 41: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0

	Zone 42: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0

47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0	77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0	38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	97.00	19	39: Gate	0.00	0	77.00	1
44: Gate	0.00	0	0.00	0	44: Gate	23.00	0	23.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1	53: Gate	0.00	0	0.00	0
55: Gate	97.00	17	0.00	0	55: Gate	77.00	2	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0	94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0	95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0	103: Gate	0.00	0	0.00	0
Total	**100.00**	**18**	**100.00**	**20**	**Total**	**100.00**	**2**	**100.00**	**1**

Zone / Gate	Zone 45: Commercial			
	To Commercial:		From Commercial:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	74.00	26
44: Gate	23.00	7	23.00	8
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	74.00	24	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0

Zone / Gate	Zone 47: Commercial			
	To Commercial:		From Commercial:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	58.00	26
44: Gate	0.00	0	0.00	0
46: Gate	39.00	16	39.00	17
53: Gate	0.00	0	3.00	1
55: Gate	58.00	23	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0

66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**32**	**100.00**	**35**

66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**40**	**100.00**	**44**

	Zone 48: Office			
	To Office:		From Office:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0

	Zone 49: Apartment			
	To Apartment:		From Apartment:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0

97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	10
44: Gate	23.00	1	23.00	7
46: Gate	39.00	2	39.00	11
53: Gate	0.00	0	3.00	1
55: Gate	35.00	2	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**5**	**100.00**	**29**

97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	9
44: Gate	23.00	9	23.00	6
46: Gate	39.00	16	39.00	10
53: Gate	0.00	0	3.00	1
55: Gate	35.00	14	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**40**	**100.00**	**26**

	Zone 50: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0

	Zone 51: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0

13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0	77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0	38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	12	39: Gate	0.00	0	35.00	12
44: Gate	23.00	7	23.00	8	44: Gate	23.00	7	23.00	8
46: Gate	39.00	12	39.00	13	46: Gate	39.00	12	39.00	13
53: Gate	0.00	0	3.00	1	53: Gate	0.00	0	3.00	1
55: Gate	35.00	11	0.00	0	55: Gate	35.00	11	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0

94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**34**

94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**34**

	Zone 76: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	8
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	33.00	14	0.00	0
56: Gate	0.00	0	10.00	2
57: Gate	10.00	4	0.00	0
58: Gate	0.00	0	20.00	5
59: Gate	20.00	8	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0

	Zone 77: Single Familly			
	To Single Familly:		From Single Familly:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	6	0.00	0
39: Gate	0.00	0	33.00	37
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	3
55: Gate	33.00	62	0.00	0
56: Gate	0.00	0	10.00	11
57: Gate	10.00	19	0.00	0
58: Gate	0.00	0	20.00	22
59: Gate	20.00	38	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0

62: Gate	0.00	0	24.00	6
63: Gate	24.00	10	0.00	0
64: Gate	0.00	0	5.00	1
65: Gate	5.00	2	0.00	0
66: Gate	0.00	0	3.00	1
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	0
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**41**	**100.00**	**24**

62: Gate	0.00	0	24.00	27
63: Gate	24.00	45	0.00	0
64: Gate	0.00	0	5.00	6
65: Gate	5.00	9	0.00	0
66: Gate	0.00	0	3.00	3
67: Gate	3.00	6	0.00	0
68: Gate	0.00	0	2.00	2
69: Gate	2.00	4	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**189**	**100.00**	**111**

	Zone 78: Active Adult			
	To Active Adult:		From Active Adult:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0

	Zone 79: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0

84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	5	0.00	0
39: Gate	0.00	0	33.00	38
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	4
55: Gate	33.00	60	0.00	0
56: Gate	0.00	0	10.00	12
57: Gate	10.00	18	0.00	0
58: Gate	0.00	0	20.00	23
59: Gate	20.00	37	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	28
63: Gate	24.00	44	0.00	0
64: Gate	0.00	0	5.00	6
65: Gate	5.00	9	0.00	0
66: Gate	0.00	0	3.00	4
67: Gate	3.00	5	0.00	0
68: Gate	0.00	0	2.00	2
69: Gate	2.00	4	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**182**	**100.00**	**117**

84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	2	0.00	0
39: Gate	0.00	0	33.00	16
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	33.00	27	0.00	0
56: Gate	0.00	0	10.00	5
57: Gate	10.00	8	0.00	0
58: Gate	0.00	0	20.00	10
59: Gate	20.00	16	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	12
63: Gate	24.00	19	0.00	0
64: Gate	0.00	0	5.00	2
65: Gate	5.00	4	0.00	0
66: Gate	0.00	0	3.00	1
67: Gate	3.00	2	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	2	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**80**	**100.00**	**48**

	Zone 80: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0

	Zone 81: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0

9: Single Family	0.00	0	0.00	0	9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0	10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0	11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0	12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0	77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	2	0.00	0	38: Gate	3.00	3	0.00	0
39: Gate	0.00	0	33.00	10	39: Gate	0.00	0	33.00	17
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1	53: Gate	0.00	0	3.00	2
55: Gate	33.00	19	0.00	0	55: Gate	33.00	30	0.00	0
56: Gate	0.00	0	10.00	3	56: Gate	0.00	0	10.00	5
57: Gate	10.00	6	0.00	0	57: Gate	10.00	9	0.00	0
58: Gate	0.00	0	20.00	7	58: Gate	0.00	0	20.00	11
59: Gate	20.00	11	0.00	0	59: Gate	20.00	18	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	8	62: Gate	0.00	0	24.00	13
63: Gate	24.00	14	0.00	0	63: Gate	24.00	22	0.00	0
64: Gate	0.00	0	5.00	2	64: Gate	0.00	0	5.00	3
65: Gate	5.00	3	0.00	0	65: Gate	5.00	5	0.00	0
66: Gate	0.00	0	3.00	1	66: Gate	0.00	0	3.00	2
67: Gate	3.00	2	0.00	0	67: Gate	3.00	3	0.00	0
68: Gate	0.00	0	2.00	1	68: Gate	0.00	0	2.00	1
69: Gate	2.00	1	0.00	0	69: Gate	2.00	2	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0

90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**58**	**100.00**	**33**

90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**92**	**100.00**	**54**

	Zone 82: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	8
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	33.00	15	0.00	0
56: Gate	0.00	0	10.00	3
57: Gate	10.00	5	0.00	0

	Zone 83: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	4	0.00	0
39: Gate	0.00	0	33.00	24
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	2
55: Gate	33.00	41	0.00	0
56: Gate	0.00	0	10.00	7
57: Gate	10.00	13	0.00	0

58: Gate	0.00	0	20.00	5
59: Gate	20.00	9	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	6
63: Gate	24.00	11	0.00	0
64: Gate	0.00	0	5.00	1
65: Gate	5.00	2	0.00	0
66: Gate	0.00	0	3.00	1
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**45**	**100.00**	**26**

58: Gate	0.00	0	20.00	15
59: Gate	20.00	25	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	18
63: Gate	24.00	30	0.00	0
64: Gate	0.00	0	5.00	4
65: Gate	5.00	6	0.00	0
66: Gate	0.00	0	3.00	2
67: Gate	3.00	4	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	3	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**126**	**100.00**	**73**

	Zone 84: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0

	Zone 85: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0

79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	9	0.00	0
39: Gate	0.00	0	33.00	56
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	5
55: Gate	33.00	95	0.00	0
56: Gate	0.00	0	10.00	17
57: Gate	10.00	29	0.00	0
58: Gate	0.00	0	20.00	34
59: Gate	20.00	58	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	41
63: Gate	24.00	69	0.00	0
64: Gate	0.00	0	5.00	8
65: Gate	5.00	14	0.00	0
66: Gate	0.00	0	3.00	5
67: Gate	3.00	9	0.00	0
68: Gate	0.00	0	2.00	3
69: Gate	2.00	6	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**289**	**100.00**	**169**

79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	97.00	19
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	97.00	18	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**19**	**100.00**	**20**

	Zone 86: High School			
	To High School:		From High School:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

	Zone 96: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

5: Single Family	0.00	0	0.00	0	5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0	6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0	7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0	8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0	9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0	10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0	11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0	12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0	77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0	38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	0.00	0	39: Gate	0.00	0	15.00	3
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	0.00	0	53: Gate	0.00	0	0.00	0
55: Gate	0.00	0	0.00	0	55: Gate	15.00	7	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	5.00	3
57: Gate	0.00	0	0.00	0	57: Gate	5.00	2	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	10.00	20	66: Gate	0.00	0	10.00	5
67: Gate	10.00	19	0.00	0	67: Gate	10.00	5	0.00	0
68: Gate	0.00	0	10.00	20	68: Gate	0.00	0	10.00	5
69: Gate	10.00	19	0.00	0	69: Gate	10.00	5	0.00	0
70: Gate	0.00	0	5.00	10	70: Gate	0.00	0	0.00	0
71: Gate	5.00	9	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	15.00	31	72: Gate	0.00	0	10.00	5
73: Gate	15.00	28	0.00	0	73: Gate	10.00	5	0.00	0
74: Gate	0.00	0	15.00	33	74: Gate	0.00	0	5.00	3

75: Gate	15.00	28	0.00	0
87: Gate	5.00	9	5.00	10
88: Gate	5.00	9	5.00	10
89: Gate	0.00	0	0.00	0
90: Gate	5.00	9	5.00	10
91: Gate	5.00	9	5.00	10
92: Gate	5.00	9	5.00	10
93: Gate	5.00	9	5.00	10
94: Gate	5.00	9	5.00	10
95: Gate	5.00	9	5.00	10
103: Gate	5.00	9	5.00	10
Total	**100.00**	**184**	**100.00**	**204**

75: Gate	5.00	2	0.00	0
87: Gate	5.00	2	5.00	3
88: Gate	5.00	2	5.00	3
89: Gate	0.00	0	0.00	0
90: Gate	5.00	2	5.00	3
91: Gate	5.00	2	5.00	3
92: Gate	5.00	2	5.00	3
93: Gate	5.00	2	5.00	3
94: Gate	5.00	2	5.00	3
95: Gate	5.00	2	5.00	3
103: Gate	5.00	2	5.00	3
Total	**100.00**	**44**	**100.00**	**51**

	Zone 97: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	1.00	1	0.00	0
39: Gate	0.00	0	6.00	6
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0

	Zone 99: Elementary School			
	To Elementary School:		From Elementary School:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	0.00	0
44: Gate	0.00	0	0.00	0

53: Gate	0.00	0	1.00	1
55: Gate	6.00	6	0.00	0
56: Gate	0.00	0	1.00	1
57: Gate	1.00	1	0.00	0
58: Gate	0.00	0	41.00	43
59: Gate	41.00	39	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	11.00	11
63: Gate	11.00	10	0.00	0
64: Gate	0.00	0	15.00	15
65: Gate	15.00	14	0.00	0
66: Gate	0.00	0	9.00	9
67: Gate	9.00	8	0.00	0
68: Gate	0.00	0	6.00	6
69: Gate	6.00	6	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	5.00	5
73: Gate	5.00	5	0.00	0
74: Gate	0.00	0	5.00	5
75: Gate	5.00	5	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**95**	**100.00**	**102**

46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	0.00	0
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	15.00	2	15.00	2
88: Gate	10.00	2	10.00	2
89: Gate	0.00	0	0.00	0
90: Gate	15.00	2	15.00	2
91: Gate	5.00	1	5.00	1
92: Gate	15.00	2	15.00	2
93: Gate	15.00	2	15.00	2
94: Gate	5.00	1	5.00	1
95: Gate	15.00	2	15.00	3
103: Gate	5.00	1	5.00	1
Total	**100.00**	**15**	**100.00**	**16**

	Zone 101: Single Family			
	To Single Family :		From Single Family :	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0

50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	8
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	33.00	16	0.00	0
56: Gate	0.00	0	10.00	3
57: Gate	10.00	5	0.00	0
58: Gate	0.00	0	20.00	6
59: Gate	20.00	10	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	7
63: Gate	24.00	12	0.00	0
64: Gate	0.00	0	5.00	1
65: Gate	5.00	2	0.00	0
66: Gate	0.00	0	3.00	1
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**48**	**100.00**	**28**

Intersection Level Of Service Report
Intersection 3: Kyle Canyon Road and US 95 NB DDI

Control Type:	Signalized	Delay (sec / veh):	36.5
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.393

Intersection Setup

Name	Kyle Canyon Road									Kyle Canyon Road		
Approach	Eastbound			Westbound			Northeastbound			Southwestbound		
Lane Configuration												
Turning Movement	Thru	Thru	Right	Thru	Thru	Right	Left	Thru	Thru	Left	Thru	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Kyle Canyon Road									Kyle Canyon Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	14	0	0	0	0	0	0	0	0	0	18	0
Site-Generated Trips [veh/h]	57	0	0	0	0	0	0	0	0	0	1065	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	0	0	0	0	0	0	0	0	0	1083	0
Peak Hour Factor	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	0	0	0	0	0	0	0	0	294	0
Total Analysis Volume [veh/h]	77	0	0	0	0	0	0	0	0	0	1177	0
Presence of On-Street Parking	No		No							No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	8	0	0	0	0	0	0	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0	0	0	5	0
Maximum Green [s]	30	0	0	0	0	0	0	0	0	0	30	0
Amber [s]	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
All red [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Split [s]	70	0	0	0	0	0	0	0	0	0	70	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	5	0	0	0	0	0	0	0	0	0	5	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0	0	0	10	0
Rest In Walk	No										No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0
Minimum Recall	No										No	
Maximum Recall	No										No	
Pedestrian Recall	No										No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C			C
C, Cycle Length [s]	140			140
L, Total Lost Time per Cycle [s]	6.00			6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00			0.00
l2, Clearance Lost Time [s]	4.00			4.00
g_i, Effective Green Time [s]	64			64
g / C, Green / Cycle	0.46			0.46
(v / s)_i Volume / Saturation Flow Rate	0.02			0.37
s, saturation flow rate [veh/h]	3192			3192
c, Capacity [veh/h]	1459			1459
d1, Uniform Delay [s]	21.14			32.68
k, delay calibration	0.50			0.50
I, Upstream Filtering Factor	1.00			1.00
d2, Incremental Delay [s]	0.07			4.87
d3, Initial Queue Delay [s]	0.00			0.00
Rp, platoon ratio	1.00			1.00
PF, progression factor	1.00			1.00

Lane Group Results

X, volume / capacity	0.05			0.81
d, Delay for Lane Group [s/veh]	21.21			37.55
Lane Group LOS	C			D
Critical Lane Group	Yes			Yes
50th-Percentile Queue Length [veh/ln]	0.73			17.98
50th-Percentile Queue Length [ft/ln]	18.33			449.49
95th-Percentile Queue Length [veh/ln]	1.32			24.93
95th-Percentile Queue Length [ft/ln]	32.99			623.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	37.55	0.00
Movement LOS	C										D	
d_A, Approach Delay [s/veh]	21.21			0.00			0.00			37.55		
Approach LOS	C			A			A			D		
d_I, Intersection Delay [s/veh]	36.55											
Intersection LOS	D											
Intersection V/C	0.393											

Sequence

Ring 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Skye Canyon Park Drive and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	75.8
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.828

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Log Cabin Way			Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	100.00	300.00	100.00	100.00	300.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Log Cabin Way			Log Cabin Way		
Base Volume Input [veh/h]	0	0	4	0	0	0	0	8	0	17	35	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	12	0	12	0	0	0	0	14	0	4	6	0
Site-Generated Trips [veh/h]	49	0	207	0	0	188	59	273	89	129	175	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	0	223	0	0	188	59	295	89	150	216	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	0	61	0	0	51	16	80	24	41	59	0
Total Analysis Volume [veh/h]	66	0	242	0	0	204	64	321	97	163	235	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.00	0.00	0.00	0.19	0.71	0.12	0.83	0.51	0.00
d_M, Delay for Movement [s/veh]	9.17	0.00	0.00	9.03	0.00	0.00	17.85	15.43	10.17	75.79	20.51	17.41
Movement LOS	A	A	A	A	A	A	C	C	B	F	C	C
95th-Percentile Queue Length [veh/ln]	0.23	0.00	0.00	0.00	0.00	0.00	0.67	0.91	0.42	5.98	2.81	2.81
95th-Percentile Queue Length [ft/ln]	5.72	0.00	0.00	0.00	0.00	0.00	16.83	22.80	10.41	149.62	70.33	70.33
d_A, Approach Delay [s/veh]	1.96			0.00			14.69			43.15		
Approach LOS	A			A			B			E		
d_I, Intersection Delay [s/veh]	17.86											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 11: Horse Drive and El Capitan Way

Control Type:	Two-way stop	Delay (sec / veh):	26.9
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.090

Intersection Setup

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Base Volume Input [veh/h]	27	111	0	3	261	9	4	0	46	1	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	2	0	0	0	15	0	0	10	3
Site-Generated Trips [veh/h]	0	265	2	24	316	10	4	0	1	7	0	49
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	376	2	29	577	19	8	15	47	8	11	52
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	102	1	8	157	5	2	4	13	2	3	14
Total Analysis Volume [veh/h]	29	409	2	32	627	21	9	16	51	9	12	57
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.03	0.01	0.00	0.05	0.09	0.08	0.04	0.07	0.07
d_M, Delay for Movement [s/veh]	8.98	0.00	0.00	8.24	0.00	0.00	26.90	26.95	12.12	23.27	26.63	10.67
Movement LOS	A	A	A	A	A	A	D	D	B	C	D	B
95th-Percentile Queue Length [veh/ln]	0.10	0.05	0.00	0.09	0.04	0.00	0.16	0.59	0.59	0.14	0.48	0.48
95th-Percentile Queue Length [ft/ln]	2.40	1.20	0.00	2.16	1.08	0.00	4.08	14.69	14.69	3.41	12.03	12.03
d_A, Approach Delay [s/veh]	0.59			0.39			16.99			14.58		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	2.32											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 12: El Capitan Way and Grand Teton Drive

Control Type:	All-way stop	Delay (sec / veh):	27.0
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.836

Intersection Setup

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	0.00	100.00	0.00	0.00	100.00	225.00	0.00	100.00	175.00	225.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Base Volume Input [veh/h]	18	120	24	106	413	2	1	66	31	69	72	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	12	0	0	0	0	18	0	12	19	0
Site-Generated Trips [veh/h]	0	210	0	75	375	0	0	0	0	0	0	108
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	330	36	181	788	2	1	84	31	81	91	163
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	90	10	49	214	1	0	23	8	22	25	44
Total Analysis Volume [veh/h]	20	359	39	197	857	2	1	91	34	88	99	177
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	440	467	510	480	513	513	565	396	417	417	452	383	405	405	440
Degree of Utilization, x	0.05	0.77	0.08	0.41	0.84	0.84	0.00	0.00	0.11	0.11	0.08	0.23	0.12	0.12	0.40

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.14	6.68	0.25	1.98	8.47	8.47	0.01	0.01	0.36	0.36	0.24	0.88	0.41	0.41	1.91
95th-Percentile Queue Length [ft]	3.56	167.09	6.19	49.41	211.8	211.8	0.27	0.19	9.11	9.11	6.07	21.89	10.36	10.36	47.70
Approach Delay [s/veh]	28.77			32.20				12.09				15.01			
Approach LOS	D			D				B				C			
Intersection Delay [s/veh]	26.99														
Intersection LOS	D														

Intersection Level Of Service Report
Intersection 13: Durango Drive and El Capitan Way/Farm Road

Control Type:	Signalized	Delay (sec / veh):	150.9
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.083

Intersection Setup

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	425.00	100.00	225.00	200.00	100.00	200.00	425.00	100.00	150.00	200.00	100.00	225.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Base Volume Input [veh/h]	103	354	194	38	785	17	724	127	36	53	217	368
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	12	36	97	0	44	0	58	0	0	0	0	12
Site-Generated Trips [veh/h]	98	41	5	2	88	0	15	112	0	0	85	290
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	213	431	296	40	917	17	797	239	36	53	302	670
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	117	80	11	249	5	217	65	10	14	82	182
Total Analysis Volume [veh/h]	232	468	322	43	997	18	866	260	39	58	328	728
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	15	34	0	11	30	0	36	82	0	13	59	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	9	28	28	5	24	24	30	76	76	7	53	53
g / C, Green / Cycle	0.06	0.20	0.20	0.04	0.17	0.17	0.21	0.54	0.54	0.05	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.07	0.10	0.23	0.01	0.22	0.01	0.28	0.08	0.03	0.02	0.10	0.51
s, saturation flow rate [veh/h]	3101	4567	1425	3101	4567	1425	3101	3192	1425	3101	3192	1425
c, Capacity [veh/h]	199	913	285	111	783	244	664	1733	774	155	1208	539
d1, Uniform Delay [s]	65.50	49.92	56.00	66.00	58.00	48.67	55.00	15.93	15.04	64.38	30.13	43.50
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	114.92	2.05	92.96	9.96	133.00	0.59	147.30	0.18	0.12	6.78	0.55	169.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

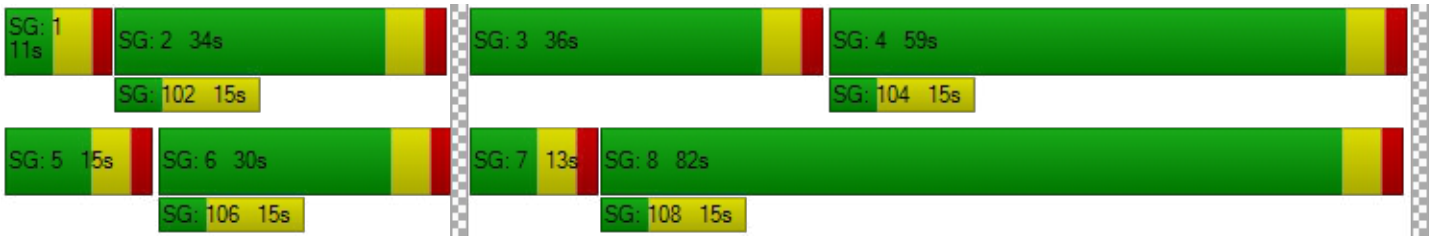
X, volume / capacity	1.16	0.51	1.13	0.39	1.27	0.07	1.30	0.15	0.05	0.37	0.27	1.35
d, Delay for Lane Group [s/veh]	180.42	51.97	148.96	75.96	191.00	49.26	202.30	16.11	15.16	71.16	30.68	212.74
Lane Group LOS	F	D	F	E	F	D	F	B	B	E	C	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.75	5.08	17.42	0.91	18.88	0.57	25.29	2.15	0.62	1.15	3.98	43.84
50th-Percentile Queue Length [ft/ln]	168.75	126.99	435.38	22.70	472.01	14.36	632.34	53.80	15.59	28.81	99.58	1095.91
95th-Percentile Queue Length [veh/ln]	11.53	8.78	25.84	1.63	29.01	1.03	38.22	3.87	1.12	2.07	7.17	65.50
95th-Percentile Queue Length [ft/ln]	288.15	219.40	646.04	40.85	725.25	25.86	955.43	96.84	28.07	51.86	179.24	1637.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	180.42	51.97	148.96	75.96	191.00	49.26	202.30	16.11	15.16	71.16	30.68	212.74
Movement LOS	F	D	F	E	F	D	F	B	B	E	C	F
d_A, Approach Delay [s/veh]	111.69			183.91			154.49			151.77		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	150.90											
Intersection LOS	F											
Intersection V/C	1.083											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Durango Drive and US 95 Northbound

Control Type:	Signalized	Delay (sec / veh):	63.0
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.721

Intersection Setup

Name	Durango Drive			Durango Drive			US 95 NB					
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	1	2	0	2	0	0	0
Pocket Length [ft]	400.00	100.00	100.00	100.00	100.00	225.00	400.00	100.00	400.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			US 95 NB					
Base Volume Input [veh/h]	99	491	0	0	1840	37	288	0	160	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	145	0	0	3	111	22	0	0	0	0	0
Site-Generated Trips [veh/h]	100	27	0	0	391	1	49	0	117	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	199	663	0	0	2234	149	359	0	277	0	0	0
Peak Hour Factor	0.9200	0.9200	1.0000	1.0000	0.9200	0.9200	0.9200	0.9200	0.9200	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	180	0	0	607	40	98	0	75	0	0	0
Total Analysis Volume [veh/h]	216	721	0	0	2428	162	390	0	301	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	0	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	30	104	0	0	74	0	0	36	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No			No			No				
Maximum Recall	No	No			No			No				
Pedestrian Recall	No	No			No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R	
C, Cycle Length [s]	140	140	140	140	140	140	140	
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
g_i, Effective Green Time [s]	24	98	68	68	30	30	30	
g / C, Green / Cycle	0.17	0.70	0.49	0.49	0.21	0.21	0.21	
(v / s)_i Volume / Saturation Flow Rate	0.07	0.16	0.53	0.11	0.08	0.08	0.12	
s, saturation flow rate [veh/h]	3101	4567	4567	1425	3101	1597	2522	
c, Capacity [veh/h]	532	3197	2218	692	664	342	540	
d1, Uniform Delay [s]	51.66	7.48	36.00	20.89	47.17	47.04	49.07	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.30	0.16	50.50	0.79	1.73	3.19	4.10	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.41	0.23	1.09	0.23	0.39	0.38	0.56	
d, Delay for Lane Group [s/veh]	53.95	7.65	86.50	21.68	48.90	50.23	53.17	
Lane Group LOS	D	A	F	C	D	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	3.58	2.55	34.98	3.28	4.09	4.22	5.04	
50th-Percentile Queue Length [ft/ln]	89.39	63.87	874.45	82.02	102.16	105.48	125.92	
95th-Percentile Queue Length [veh/ln]	6.44	4.60	47.89	5.91	7.36	7.59	8.72	
95th-Percentile Queue Length [ft/ln]	160.89	114.97	1197.20	147.64	183.88	189.69	217.93	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.95	7.65	0.00	0.00	86.50	21.68	49.34	50.23	53.17	0.00	0.00	0.00
Movement LOS	D	A			F	C	D	D	D			
d_A, Approach Delay [s/veh]	18.32			82.44			51.01			0.00		
Approach LOS	B			F			D			A		
d_I, Intersection Delay [s/veh]	63.05											
Intersection LOS	E											
Intersection V/C	0.721											

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 100: Log Cabin Way and Sky Pointe Drive

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Sky Pointe Drive			Log Cabin Way			Log Cabin Way					
Approach	Southbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Right	Right	Left2	Left	Thru	Thru	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Sky Pointe Drive			Log Cabin Way			Log Cabin Way					
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	14	18	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	376	1099	0	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	9	0	0	390	1117	0	19	0	0	0
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	0.9200	0.9200	1.0000	0.9200	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	0	0	106	304	0	5	0	0	0
Total Analysis Volume [veh/h]	0	0	10	0	0	424	1214	0	21	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Free	Free	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No			
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	13.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			B			A	A		A			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.38			0.00			0.00			0.00		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	0.08											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 101: Log Cabin Way and Woodside-Shea/O'Hare Road

Control Type:	Roundabout	Delay (sec / veh):	12.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Log Cabin Way				Log Cabin Way			O'Hare Road			Woodside-Shea		
Approach	Northeastbound				Southwestbound			Northwestbound			Southeastbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	Yes				Yes			Yes			Yes		

Volumes

Name	Log Cabin Way				Log Cabin Way			O'Hare Road			Woodside-Shea		
Base Volume Input [veh/h]	0	0	8	0	0	35	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	14	0	0	18	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	55	212	106	48	672	4	330	14	98	8	28	113
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	55	234	106	48	725	4	330	14	98	8	28	113
Peak Hour Factor	0.920	0.920	0.920	0.920	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	15	64	29	13	197	1	90	4	27	2	8	31
Total Analysis Volume [veh/h]	3	60	254	115	52	788	4	359	15	107	9	30	123
Pedestrian Volume [ped/h]	0				0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1				1			2			2		
Circulating Flow Rate [veh/h]	93				446			333			1226		
Exiting Flow Rate [veh/h]	1298				377			201			81		
Demand Flow Rate [veh/h]	3	55	234	106	48	725	4	330	14	98	8	28	113
Adjusted Demand Flow Rate [veh/h]	3	60	254	115	52	788	4	359	15	107	9	30	123

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1130.00	1130.00	1130.00	1130.00	1130.00	1130.00	1130.00
B (coefficient)	0.00100	0.00100	0.00100	0.00100	0.00070	0.00075	0.00070
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	208	234	405	457	491	10	157
Capacity of Entry and Bypass Lanes [veh/h]	1030	1030	724	724	896	451	480
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1010	1010	710	710	878	442	470
X, volume / capacity	0.20	0.23	0.56	0.63	0.55	0.02	0.33

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	C	B	A	B
95th-Percentile Queue Length [veh]	0.75	0.87	3.49	4.50	3.40	0.06	1.40
95th-Percentile Queue Length [ft]	18.74	21.80	87.33	112.54	85.08	1.56	35.00
Approach Delay [s/veh]	5.61		15.37		11.70	12.70	
Approach LOS	A		C		B	B	
Intersection Delay [s/veh]	12.03						
Intersection LOS	B						

Intersection Level Of Service Report
Intersection 102: Log Cabin Way and Collector Road

Control Type:	Two-way stop	Delay (sec / veh):	91.5
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.981

Intersection Setup

Name	Collector Road		Log Cabin Way		Log Cabin Way	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Collector Road		Log Cabin Way		Log Cabin Way	
Base Volume Input [veh/h]	0	0	0	8	35	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	14	18	0
Site-Generated Trips [veh/h]	241	430	137	181	294	119
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	430	137	203	347	119
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	117	37	55	94	32
Total Analysis Volume [veh/h]	262	467	149	221	377	129
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.98	0.70	0.14	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	91.53	21.81	8.96	0.00	0.00	0.00
Movement LOS	F	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	9.60	5.65	0.49	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	240.09	141.33	12.23	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	46.87		3.61		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	22.12					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 103: Connector Road and Parcel A/C

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.157

Intersection Setup

Name	Connector Road			Parcel C			Parcel A			Connector Road		
Approach	Southbound			Eastbound			Southwestbound			Northwestbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Connector Road			Parcel C			Parcel A			Connector Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	188	0	0	0	10	105	0	0	5	59	47
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	188	0	0	0	10	105	0	0	5	59	47
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	1.0000	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	51	0	0	0	3	29	0	0	1	16	13
Total Analysis Volume [veh/h]	0	204	0	0	0	11	114	0	0	5	64	51
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Stop	Stop	Free
Flared Lane		No	No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No	No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.16	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.45	0.00	0.00	10.25	11.18	8.90	10.86	10.94	8.61	7.65	0.00	0.00
Movement LOS	A	A	A	B	B	A	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.04	0.04	0.55	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.89	0.89	13.82	0.00	0.00	0.28	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			8.90			10.86			0.32		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	3.06											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 104: Connector Road and Parcel B-C

Control Type:	Two-way stop	Delay (sec / veh):	30.0
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name	Parcel C			Parcel B			Collector Road			Connector Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Parcel C			Parcel B			Collector Road			Connector Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	107	260	0	0	48	111	97	0	303	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	107	260	0	0	48	111	97	0	303	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	29	71	0	0	13	30	26	0	82	0
Total Analysis Volume [veh/h]	0	0	116	283	0	0	52	121	105	0	329	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.14	0.68	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.11	15.50	9.90	29.99	14.18	8.92	8.06	0.00	0.00	7.69	0.00	0.00
Movement LOS	B	C	A	D	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.47	0.47	4.90	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	11.78	11.78	122.47	0.00	0.00	3.32	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.90			29.99			1.51			0.00		
Approach LOS	A			D			A			A		
d_I, Intersection Delay [s/veh]	9.99											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 203: El Capitan Way and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Base Volume Input [veh/h]	1	2	0	0	2	3	0	4	14	9	25	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	3	0	0	0	0	0	0	14	12	0	7	0
Site-Generated Trips [veh/h]	298	159	1	0	194	6	2	98	208	3	169	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	302	161	1	0	196	9	2	116	234	12	201	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	40	0	0	49	2	1	29	59	3	50	0
Total Analysis Volume [veh/h]	302	161	1	0	196	9	2	116	234	12	201	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.28	0.22	1.05	0.00
d_M, Delay for Movement [s/veh]	8.38	0.00	0.00	7.54	0.00	0.00	10000.0	10000.0	10000.0	254.77	208.85	194.13
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.85	0.85	0.85	0.00	0.00	0.00	46.82	46.82	46.82	12.15	12.15	12.15
95th-Percentile Queue Length [ft/ln]	21.14	21.14	21.14	0.00	0.00	0.00	1170.48	1170.48	1170.48	303.80	303.80	303.80
d_A, Approach Delay [s/veh]	5.45			0.00			10000.00			211.44		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	2891.06											
Intersection LOS	F											

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Report File: J:\...\7_190105_AM Buildout + 30pctGT.pdf

Scenario 10 AM Buildout w 30%GT_181125
1/7/2019

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Eastbound	Southwestbound	Total Volume
			Thru	Thru	
3	Kyle Canyon Road and US 95 NB DDI	Final Base	0	0	0
		Growth Factor	1.00	1.00	-
		In Process	14	18	32
		Net New Trips	57	1065	1122
		Other	0	0	0
		Future Total	**71**	**1083**	**1154**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	Skye Canyon Park Drive and Log Cabin Way	Final Base	0	0	4	0	0	0	0	8	0	17	35	0	64
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	12	0	12	0	0	0	0	14	0	4	6	0	48
		Net New Trips	49	0	207	0	0	188	59	273	89	129	175	0	1169
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**61**	**0**	**223**	**0**	**0**	**188**	**59**	**295**	**89**	**150**	**216**	**0**	**1281**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Horse Drive and El Capitan Way	Final Base	27	111	0	3	261	9	4	0	46	1	1	0	463
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	2	0	0	0	15	0	0	10	3	30
		Net New Trips	0	265	2	24	316	10	4	0	1	7	0	49	678
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**27**	**376**	**2**	**29**	**577**	**19**	**8**	**15**	**47**	**8**	**11**	**52**	**1171**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	El Capitan Way and Grand Teton Drive	Final Base	18	120	24	106	413	2	1	66	31	69	72	55	977
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	12	0	0	0	0	18	0	12	19	0	61
		Net New Trips	0	210	0	75	375	0	0	0	0	0	0	108	768
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**18**	**330**	**36**	**181**	**788**	**2**	**1**	**84**	**31**	**81**	**91**	**163**	**1806**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Durango Drive and El Capitan Way/Farm Road	Final Base	103	354	194	38	785	17	724	127	36	53	217	368	3016
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	12	36	97	0	44	0	58	0	0	0	0	12	259
		Net New Trips	98	41	5	2	88	0	15	112	0	0	85	290	736
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**213**	**431**	**296**	**40**	**917**	**17**	**797**	**239**	**36**	**53**	**302**	**670**	**4011**

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Northwestbound			Total Volume
			Left	Thru	Thru	Right	Left	Thru	Right	
14	Durango Drive and US 95 Northbound	Final Base	99	491	1840	37	288	0	160	2915
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	145	3	111	22	0	0	281
		Net New Trips	100	27	391	1	49	0	117	685
		Other	0	0	0	0	0	0	0	0
		Future Total	**199**	**663**	**2234**	**149**	**359**	**0**	**277**	**3881**

ID	Intersection Name	Volume Type	Southbound	Eastbound	Westbound		Total Volume
			Right	Thru	Thru	Right	
100	Log Cabin Way and Sky Pointe Drive	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	14	18	0	32
		Net New Trips	9	376	1099	19	1503
		Other	0	0	0	0	0
		Future Total	**9**	**390**	**1117**	**19**	**1535**

ID	Intersection Name	Volume Type	Northeastbound				Southwestbound			Northwestbound			Southeastbound			Total Volume
			U-T	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
101	Log Cabin Way and Woodside-Shea/O'Hare Road	Final Base	0	0	8	0	0	35	0	0	0	0	0	0	0	43
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	14	0	0	18	0	0	0	0	0	0	0	32
		Net New Trips	3	55	212	106	48	672	4	330	14	98	8	28	113	1691
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**3**	**55**	**234**	**106**	**48**	**725**	**4**	**330**	**14**	**98**	**8**	**28**	**113**	**1766**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
102	Log Cabin Way and Collector Road	Final Base	0	0	0	8	35	0	43
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	14	18	0	32
		Net New Trips	241	430	137	181	294	119	1402
		Other	0	0	0	0	0	0	0
		Future Total	**241**	**430**	**137**	**203**	**347**	**119**	**1477**

ID	Intersection Name	Volume Type	Southbound			Eastbound			Southwestbound			Northwestbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
103	Connector Road and Parcel A/C	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	188	0	0	0	10	105	0	0	5	59	47	414
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**188**	**0**	**0**	**0**	**10**	**105**	**0**	**0**	**5**	**59**	**47**	**414**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
104	Connector Road and Parcel B-C	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	107	260	0	0	48	111	97	0	303	0	926
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**107**	**260**	**0**	**0**	**48**	**111**	**97**	**0**	**303**	**0**	**926**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
203	El Capitan Way and Log Cabin Way	Final Base	1	2	0	0	2	3	0	4	14	9	25	0	60
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	3	0	0	0	0	0	0	14	12	0	7	0	36
		Net New Trips	298	159	1	0	194	6	2	98	208	3	169	0	1138
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**302**	**161**	**1**	**0**	**196**	**9**	**2**	**116**	**234**	**12**	**201**	**0**	**1234**

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 10 AM Buildout w 30%GT_181125

Report File: J:\...\7_190105_AM Buildout + 30pctGT.pdf
1/7/2019

Fair Share Volumes

Intersection 3: Kyle Canyon Road and US 95 NB DDI			
Zone ID: Name	Eastbound	Southwestbound	Total
	Thru	Thru	
1: Regional Park and Single Family	1	34	35
2: Single Family	0	10	10
3: Single Family	0	0	0
4: Single Family	0	0	0
5: Single Family	0	0	0
6: Zone	0	0	0
7: Single Family	0	0	0
8: Single Family	0	0	0
9: Single Family	0	0	0
10: Single Family	0	0	0
11: Single Family	0	0	0
12: Single Family	0	0	0
13: Apartment	0	0	0
14: Single Family	0	0	0
41: Commercial	0	0	0
42: Single Family	0	0	0
45: Commercial	0	0	0
47: Commercial	0	0	0
48: Office	0	0	0
49: Apartment	0	0	0
50: Commercial	0	0	0
51: Commercial	0	0	0
76: Single Family	2	38	40
77: Single Family	9	142	151
78: Active Adult	10	121	131
79: Single Family	4	22	26
80: Single Family	1	24	25
81: Single Family	4	48	52
82: Single Family	2	22	24
83: Single Family	6	63	69
84: Single Family	13	120	133
85: Commercial	0	0	0
86: High School	0	0	0
96: Commercial	2	9	11
97: Commercial	0	0	0
99: Elementary School	0	0	0
100: Military Housing	0	377	377
101: Single Family	3	37	40
Site-Generated Trips	57	1065	
Future Total Volume	71	1083	

Intersection 4: Skye Canyon Park Drive and Log Cabin Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	9	0	0	0	0	13	0	26	37	0	84
2: Single Family	0	0	2	0	0	0	0	4	0	5	11	0	22
3: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
4: Single Family	1	0	0	0	0	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	1	0	0	0	0	0	0	0	0	0	0	0	1
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	2	0	0	0	0	0	0	1	6	0	0	0	8
77: Single Family	14	0	0	0	0	0	0	11	44	0	4	0	73
78: Active Adult	4	0	0	0	0	0	0	0	8	0	0	0	12
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	196	0	0	0	0	245	0	96	120	0	657
96: Commercial	2	0	0	0	0	0	0	0	0	0	1	0	3
97: Commercial	0	0	0	0	0	0	0	0	0	2	0	0	2
99: Elementary School	17	0	0	0	0	0	0	0	20	0	0	0	37
100: Military Housing	0	0	0	0	0	188	59	0	0	0	0	0	248
101: Single Family	9	0	0	0	0	0	0	0	12	0	1	0	22
Site-Generated Trips	49	0	207	0	0	188	59	273	89	129	175	0	
Future Total Volume	61	0	223	0	0	188	59	295	89	150	216	0	

Intersection 11: Horse Drive and El Capitan Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	3	0	0	9	0	0	0	0	0	0	0	11
2: Single Family	0	1	0	0	3	0	0	0	0	0	0	0	4
3: Single Family	0	3	0	0	7	0	0	0	0	0	0	0	10
4: Single Family	0	0	2	0	0	10	4	0	0	7	0	0	23
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	1	0	0	0	1	0	0	0	2
77: Single Family	0	2	0	0	6	0	0	0	0	0	0	0	8
78: Active Adult	0	0	0	0	0	0	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	196	0	24	96	0	0	0	0	0	0	49	365
96: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
100: Military Housing	0	61	0	0	194	0	0	0	0	0	0	0	255
101: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	265	2	24	316	10	4	0	1	7	0	49	
Future Total Volume	27	376	2	29	577	19	8	15	47	8	11	52	

Intersection 12: El Capitan Way and Grand Teton Drive													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	3	0	0	9	0	0	0	0	0	0	0	11
2: Single Family	0	1	0	0	3	0	0	0	0	0	0	0	4
3: Single Family	0	3	0	0	7	0	0	0	0	0	0	0	10
4: Single Family	0	2	0	0	7	0	0	0	0	0	0	0	9
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	1	1	0	0	0	0	0	0	0	2
77: Single Family	0	2	0	4	6	0	0	0	0	0	0	1	13
78: Active Adult	0	10	0	3	21	0	0	0	0	0	0	2	36
79: Single Family	0	5	0	2	15	0	0	0	0	0	0	1	23
80: Single Family	0	2	0	1	5	0	0	0	0	0	0	0	8
81: Single Family	0	1	0	2	3	0	0	0	0	0	0	1	7
82: Single Family	0	1	0	1	3	0	0	0	0	0	0	0	5
83: Single Family	0	1	0	3	4	0	0	0	0	0	0	1	9
84: Single Family	0	14	0	6	44	0	0	0	0	0	0	2	66
85: Commercial	0	4	0	0	2	0	0	0	0	0	0	0	6
86: High School	0	98	0	48	48	0	0	0	0	0	0	98	292
96: Commercial	0	2	0	1	1	0	0	0	0	0	0	2	6
97: Commercial	0	0	0	1	2	0	0	0	0	0	0	0	3
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
100: Military Housing	0	61	0	0	194	0	0	0	0	0	0	0	255
101: Single Family	0	1	0	2	0	0	0	0	0	0	0	0	3
Site-Generated Trips	0	210	0	75	375	0	0	0	0	0	0	108	
Future Total Volume	18	330	36	181	788	2	1	84	31	81	91	163	

Intersection 13: Durango Drive and El Capitan Way/Farm Road													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	3	6	0	0	17	0	0	0	0	0	0	9	34
2: Single Family	1	3	0	0	8	0	0	0	0	0	0	3	14
3: Single Family	3	5	0	0	15	0	0	0	0	0	0	7	30
4: Single Family	2	0	0	0	0	0	0	0	0	0	0	7	9
5: Single Family	0	1	0	0	2	0	0	0	0	0	0	0	3
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	6	0	0	16	0	0	0	0	0	0	0	22
8: Single Family	0	0	0	0	1	0	0	0	0	0	0	0	1
9: Single Family	0	5	0	0	14	0	0	0	0	0	0	0	19
10: Single Family	0	0	5	0	0	0	15	0	0	0	0	0	20
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	6	0	0	3	0	0	0	0	0	0	0	9
42: Single Family	0	0	0	0	2	0	0	0	0	0	0	0	2
45: Commercial	0	7	0	0	5	0	0	0	0	0	0	0	12
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
77: Single Family	0	2	0	0	5	0	0	2	0	0	6	0	15
78: Active Adult	8	0	0	0	0	0	0	2	0	0	5	16	31
79: Single Family	4	0	0	0	0	0	0	1	0	0	3	12	20
80: Single Family	1	0	0	0	0	0	0	1	0	0	2	3	7
81: Single Family	0	0	0	0	0	0	0	1	0	0	3	0	4
82: Single Family	1	0	0	0	0	0	0	0	0	0	1	2	4
83: Single Family	0	0	0	0	0	0	0	1	0	0	4	0	5
84: Single Family	11	0	0	0	0	0	0	3	0	0	9	35	58
85: Commercial	4	0	0	0	0	0	0	0	0	0	0	2	6
86: High School	0	0	0	0	0	0	0	98	0	0	48	0	146
96: Commercial	0	0	0	0	0	0	0	2	0	0	1	0	3
97: Commercial	0	0	0	0	0	0	0	0	0	0	2	0	2
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
100: Military Housing	61	0	0	0	0	0	0	0	0	0	0	194	255
101: Single Family	0	1	0	2	0	0	0	1	0	0	0	0	4
Site-Generated Trips	98	41	5	2	88	0	15	112	0	0	85	290	
Future Total Volume	213	431	296	40	917	17	797	239	36	53	302	670	

Intersection 14: Durango Drive and US 95 Northbound								
Zone ID: Name	Northeastbound		Southwestbound		Northwestbound			Total
	Left	Thru	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	26	0	0	0	9	34
2: Single Family	0	0	10	0	0	0	4	14
3: Single Family	0	0	22	0	0	0	8	30
4: Single Family	0	0	7	0	0	0	2	9
5: Single Family	0	0	2	0	0	0	1	3
6: Zone	0	0	0	0	0	0	0	0
7: Single Family	0	0	16	0	0	0	6	22
8: Single Family	0	0	1	0	0	0	0	1
9: Single Family	0	0	14	0	0	0	5	19
10: Single Family	0	0	14	1	0	0	5	20
11: Single Family	0	0	0	0	16	0	0	16
12: Single Family	0	0	0	0	8	0	0	8
13: Apartment	1	0	0	0	5	0	0	6
14: Single Family	1	0	0	0	4	0	0	5
41: Commercial	0	0	3	0	0	0	6	9
42: Single Family	0	0	2	0	0	0	0	2
45: Commercial	0	0	5	0	0	0	7	12
47: Commercial	0	0	0	0	4	0	0	4
48: Office	0	0	0	0	0	0	0	0
49: Apartment	1	0	0	0	5	0	0	6
50: Commercial	0	0	0	0	4	0	0	4
51: Commercial	0	0	0	0	4	0	0	4
76: Single Family	5	0	0	0	0	0	0	5
77: Single Family	17	2	5	0	0	0	0	24
78: Active Adult	15	8	16	0	0	0	0	39
79: Single Family	4	4	12	0	0	0	0	20
80: Single Family	5	1	3	0	0	0	0	9
81: Single Family	10	0	0	0	0	0	0	10
82: Single Family	4	1	2	0	0	0	0	7
83: Single Family	13	0	0	0	0	0	0	13
84: Single Family	19	11	35	0	0	0	0	65
85: Commercial	0	0	2	0	0	0	4	6
86: High School	0	0	0	0	0	0	0	0
96: Commercial	0	0	0	0	0	0	0	0
97: Commercial	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0
100: Military Housing	0	0	194	0	0	0	61	255
101: Single Family	4	1	0	0	0	0	0	5
Site-Generated Trips	100	27	391	1	49	0	117	
Future Total Volume	199	663	2234	149	359	0	277	

Intersection 100: Log Cabin Way and Sky Pointe Drive					
Zone ID: Name	Southbound	Eastbound	Westbound		Total
	Right	Thru	Thru	Right	
1: Regional Park and Single Family	0	13	37	0	50
2: Single Family	0	4	11	0	15
3: Single Family	0	0	1	0	1
4: Single Family	0	0	1	0	1
5: Single Family	0	0	0	0	0
6: Zone	0	0	0	0	0
7: Single Family	0	0	0	0	0
8: Single Family	0	0	0	0	0
9: Single Family	0	0	0	0	0
10: Single Family	0	0	1	0	1
11: Single Family	0	0	0	0	0
12: Single Family	0	0	0	0	0
13: Apartment	0	0	0	0	0
14: Single Family	0	0	0	0	0
41: Commercial	0	0	0	0	0
42: Single Family	0	0	0	0	0
45: Commercial	0	0	0	0	0
47: Commercial	0	0	0	0	0
48: Office	0	0	0	0	0
49: Apartment	0	0	0	0	0
50: Commercial	0	0	0	0	0
51: Commercial	0	0	0	0	0
76: Single Family	0	14	39	0	52
77: Single Family	0	49	148	0	197
78: Active Adult	0	62	126	0	187
79: Single Family	0	9	25	0	33
80: Single Family	0	7	26	0	33
81: Single Family	0	17	51	0	68
82: Single Family	0	7	23	0	30
83: Single Family	0	23	67	0	89
84: Single Family	0	43	129	0	172
85: Commercial	0	0	0	0	0
86: High School	0	0	0	0	0
96: Commercial	9	4	0	19	32
97: Commercial	0	0	0	0	0
99: Elementary School	0	0	0	0	0
100: Military Housing	0	118	377	0	495
101: Single Family	0	9	39	0	48
Site-Generated Trips	9	376	1099	19	
Future Total Volume	9	390	1117	19	

Intersection 101: Log Cabin Way and Woodside-Shea/O'Hare Road														
Zone ID: Name	Northeastbound				Southwestbound			Northwestbound			Southeastbound			Total
	U-T	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	13	0	0	37	0	0	0	0	0	0	0	50
2: Single Family	0	0	4	0	0	11	0	0	0	0	0	0	0	15
3: Single Family	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4: Single Family	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	14	0	0	39	0	0	0	0	0	0	0	52
77: Single Family	0	0	49	0	0	148	0	0	0	0	0	0	0	197
78: Active Adult	0	55	6	0	0	13	4	0	14	0	8	28	113	240
79: Single Family	0	0	0	9	0	0	0	25	0	0	0	0	0	33
80: Single Family	0	0	0	7	0	0	0	26	0	0	0	0	0	33
81: Single Family	0	0	0	17	0	0	0	51	0	0	0	0	0	68
82: Single Family	0	0	0	7	0	0	0	23	0	0	0	0	0	30
83: Single Family	0	0	0	23	0	0	0	67	0	0	0	0	0	89
84: Single Family	0	0	0	43	0	0	0	129	0	0	0	0	0	172
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	48	0	0	0	0	98	0	0	0	146
96: Commercial	3	0	0	1	0	6	0	10	0	0	0	0	0	20
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100: Military Housing	0	0	118	0	0	377	0	0	0	0	0	0	0	495
101: Single Family	0	0	9	0	0	39	0	0	0	0	0	0	0	48
Site-Generated Trips	3	55	212	106	48	672	4	330	14	98	8	28	113	
Future Total Volume	3	55	234	106	48	725	4	330	14	98	8	28	113	

Intersection 102: Log Cabin Way and Collector Road							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Regional Park and Single Family	0	0	0	13	37	0	50
2: Single Family	0	0	0	4	11	0	15
3: Single Family	0	0	0	0	1	0	1
4: Single Family	0	0	0	0	1	0	1
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	1	0	1
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	7	39	14	0	0	2	60
77: Single Family	55	148	49	0	0	18	270
78: Active Adult	0	13	6	8	4	0	31
79: Single Family	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0
86: High School	147	0	0	98	48	72	365
96: Commercial	0	3	0	0	3	0	6
97: Commercial	0	0	0	0	0	0	0
99: Elementary School	20	0	0	0	0	17	37
100: Military Housing	0	188	59	59	188	0	495
101: Single Family	12	39	9	0	0	10	70
Site-Generated Trips	241	430	137	181	294	119	
Future Total Volume	241	430	137	203	347	119	

Intersection 103: Connector Road and Parcel A/C													
Zone ID: Name	Southbound			Eastbound			Southwestbound			Northwestbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	45	0	0	0	0	15	60
77: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	10	0	0	0	5	0	0	14
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	49	0	0	0	0	24	73
96: Commercial	0	0	0	0	0	0	1	0	0	0	0	0	1
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	10	0	0	0	0	8	18
100: Military Housing	0	188	0	0	0	0	0	0	0	0	59	0	248
101: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	188	0	0	0	10	105	0	0	5	59	47	
Future Total Volume	0	188	0	0	0	10	105	0	0	5	59	47	

Intersection 104: Connector Road and Parcel B-C													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	15	0	0	45	0	60
77: Single Family	0	0	0	203	0	0	0	0	67	0	0	0	270
78: Active Adult	0	0	3	0	0	0	2	5	0	0	10	0	19
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	49	49	0	0	24	24	24	0	49	0	219
96: Commercial	0	0	1	1	0	0	0	0	0	0	1	0	3
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	3	7	0	0	3	8	6	0	10	0	37
100: Military Housing	0	0	0	0	0	0	0	59	0	0	188	0	248
101: Single Family	0	0	51	0	0	0	19	0	0	0	0	0	70
Site-Generated Trips	0	0	107	260	0	0	48	111	97	0	303	0	
Future Total Volume	0	0	107	260	0	0	48	111	97	0	303	0	

Intersection 203: El Capitan Way and Log Cabin Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	3	0	0	0	0	0	0	17	9	0	6	0	34
2: Single Family	0	0	1	0	0	6	2	4	0	3	11	0	26
3: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	0	1	0	0	0	1
77: Single Family	2	0	0	0	0	0	0	5	6	0	2	0	15
78: Active Adult	0	0	0	0	0	0	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	293	98	0	0	0	0	0	72	192	0	146	0	801
96: Commercial	0	0	0	0	0	0	0	0	0	0	1	0	1
97: Commercial	0	0	0	0	0	0	0	0	0	0	2	0	2
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
100: Military Housing	0	61	0	0	194	0	0	0	0	0	0	0	255
101: Single Family	0	0	0	0	0	0	0	0	0	0	1	0	1
Site-Generated Trips	298	159	1	0	194	6	2	98	208	3	169	0	
Future Total Volume	302	161	1	0	196	9	2	116	234	12	201	0	

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 10 AM Buildout w 30%GT_181125
Report File: J:\...\7_190105_AM Buildout + 30pctGT.pdf
1/7/2019

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Regional Park and Single Family		210	Dwelling Units	0.740	160.000	25.00	75.00	30	88	118	1.78
2: Single Family		210	Dwelling Units	0.740	49.000	25.00	75.00	9	27	36	0.54
3: Single Family		210	Dwelling Units	0.740	69.000	25.00	75.00	13	38	51	0.77
4: Single Family		210	Dwelling Units	0.740	32.000	25.00	75.00	6	18	24	0.36
5: Single Family		210	Dwelling Units	0.740	4.000	25.00	75.00	1	2	3	0.05
6: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
7: Single Family		210	Dwelling Units	0.740	40.000	25.00	75.00	8	22	30	0.45
8: Single Family		210	Dwelling Units	0.740	2.000	25.00	75.00	0	1	1	0.02
9: Single Family		210	Dwelling Units	0.740	37.000	25.00	75.00	7	20	27	0.41
10: Single Family		210	Dwelling Units	0.740	36.000	25.00	75.00	7	20	27	0.41
11: Single Family		210	Dwelling Units	0.740	195.000	25.00	75.00	36	108	144	2.17
12: Single Family		210	Dwelling Units	0.740	143.000	25.00	75.00	26	80	106	1.60
13: Apartment		221	Dwelling Units	0.360	150.000	26.00	74.00	14	40	54	0.82
14: Single Family		210	Dwelling Units	0.740	59.000	25.00	75.00	11	33	44	0.66
41: Commercial		820	1000 Square Feet	0.940	10.000	62.00	38.00	6	3	9	0.14
42: Single Family		210	Dwelling Units	0.740	3.000	25.00	75.00	0	2	2	0.03
45: Commercial		820	1000 Square Feet	0.940	17.500	62.00	38.00	10	6	16	0.24
47: Commercial		820	1000 Square Feet	0.940	22.000	62.00	38.00	13	8	21	0.32
48: Office		710	1000 Square Feet	1.160	30.000	86.00	14.00	30	5	35	0.53
49: Apartment		221	Dwelling Units	0.360	150.000	26.00	74.00	14	40	54	0.82
50: Commercial		820	1000 Square Feet	0.940	17.000	62.00	38.00	10	6	16	0.24
51: Commercial		820	1000 Square Feet	0.940	17.000	62.00	38.00	10	6	16	0.24
76: Single Family		210	Dwelliing Units	0.580	103.000	25.00	75.00	15	45	60	0.91

77: Single Family		210	Dwelling Units	0.580	468.000	25.00	75.00	68	203	271	4.09
78: Active Adult		251	Dwelling Units	0.240	1,000.000	33.00	67.00	79	161	240	3.62
79: Single Family		210	Dwelling Units	0.580	202.000	25.00	75.00	29	88	117	1.77
80: Single Family		210	Dwelling Units	0.580	141.000	25.00	75.00	20	62	82	1.24
81: Single Family		210	Dwelling Units	0.580	228.000	25.00	75.00	33	99	132	1.99
82: Single Family		210	Dwelling Units	0.580	111.000	25.00	75.00	16	48	64	0.97
83: Single Family		210	Dwelling Units	0.580	310.000	25.00	75.00	45	135	180	2.72
84: Single Family		210	Dwelling Units	0.580	716.000	25.00	75.00	104	311	415	6.26
85: Commercial		820	1000 Square Feet	0.940	10.237	62.00	38.00	6	4	10	0.15
86: High School		530	Students	0.520	2,800.000	67.00	33.00	976	480	1456	21.98
96: Commercial		820	1000 Square Feet	0.940	25.918	62.00	38.00	15	9	24	0.36
97: Commercial		820	1000 Square Feet	0.940	51.401	62.00	38.00	30	18	48	0.72
99: Elementary School		520	Students	0.670	182.000	54.00	46.00	66	56	122	1.84
100: Military Housing		NA		1.000	0.000	50.00	50.00	598	1902	2500	37.74
101: Single Family		210	Dwelling Units	0.580	121.000	25.00	75.00	18	52	70	1.06
					Added Trips Total			**2379**	**4246**	**6625**	**100.00**

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Scenario 10 AM Buildout w 30%GT_181125
Report File: J:\...\7_190105_AM Buildout + 30pctGT.pdf
1/7/2019

Trip Distribution summary

Zone / Gate	Zone 1: Regional Park and Single Family			
	To Regional Park and Single Family:		From Regional Park and Single Family:	
	Share %	Trips	Share %	Trips
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	97.00	85
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	3
55: Gate	97.00	29	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0

Zone / Gate	Zone 2: Single Family			
	To Single Family:		From Single Family:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	26
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	97.00	9	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0

58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**30**	**100.00**	**88**

58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**9**	**100.00**	**27**

	Zone 3: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0

	Zone 4: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0

80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	3.00	1	38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	37	39: Gate	0.00	0	97.00	17
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1	53: Gate	0.00	0	3.00	1
55: Gate	97.00	13	0.00	0	55: Gate	97.00	6	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0	94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0	95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0	103: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**103.00**	**39**	**Total**	**100.00**	**6**	**100.00**	**18**

	Zone 5: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

	Zone 6: Zone			
	To Zone:		From Zone:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

6: Zone	0.00	0	0.00	0	5: Single Family	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0	7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0	8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0	9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0	10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0	11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0	12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0	77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0	38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	2	39: Gate	0.00	0	97.00	0
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0	53: Gate	0.00	0	3.00	0
55: Gate	97.00	1	0.00	0	55: Gate	97.00	0	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0

75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**1**	**100.00**	**2**

75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**0**	**100.00**	**0**

	Zone 7: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	74.00	16
44: Gate	23.00	2	23.00	5
46: Gate	0.00	0	0.00	0

	Zone 8: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	77.00	1
44: Gate	23.00	0	23.00	0
46: Gate	0.00	0	0.00	0

53: Gate	0.00	0	3.00	1
55: Gate	74.00	6	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**8**	**100.00**	**22**

53: Gate	0.00	0	0.00	0
55: Gate	77.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**0**	**100.00**	**1**

	Zone 9: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0

	Zone 10: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0

76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	74.00	14
44: Gate	23.00	2	23.00	5
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	74.00	5	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**20**

76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	74.00	14
44: Gate	23.00	2	23.00	5
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	74.00	5	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**7**	**100.00**	**20**

	Zone 11: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips

	Zone 12: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips

1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	58.00	63
44: Gate	0.00	0	0.00	0
46: Gate	39.00	14	39.00	42
53: Gate	0.00	0	3.00	3
55: Gate	58.00	21	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0

1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	58.00	47
44: Gate	0.00	0	0.00	0
46: Gate	39.00	10	39.00	31
53: Gate	0.00	0	3.00	2
55: Gate	58.00	15	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0

70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**36**	**100.00**	**108**

70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**26**	**100.00**	**80**

	Zone 13: Apartment			
	To Apartment:		From Apartment:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0

	Zone 14: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0

101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	14
44: Gate	23.00	3	23.00	9
46: Gate	39.00	5	39.00	16
53: Gate	0.00	0	3.00	1
55: Gate	35.00	5	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**100.00**	**40**

101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	12
44: Gate	23.00	3	23.00	8
46: Gate	39.00	4	39.00	12
53: Gate	0.00	0	3.00	1
55: Gate	35.00	4	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**11**	**100.00**	**33**

	Zone 41: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0

	Zone 42: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0

47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0	77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0	38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	97.00	3	39: Gate	0.00	0	77.00	2
44: Gate	0.00	0	0.00	0	44: Gate	23.00	0	23.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0	53: Gate	0.00	0	0.00	0
55: Gate	97.00	6	0.00	0	55: Gate	77.00	0	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0	94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0	95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0	103: Gate	0.00	0	0.00	0
Total	**100.00**	**6**	**100.00**	**3**	**Total**	**100.00**	**0**	**100.00**	**2**

Zone / Gate	Zone 45: Commercial			
	To Commercial:		From Commercial:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	74.00	5
44: Gate	23.00	2	23.00	1
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	74.00	7	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0

Zone / Gate	Zone 47: Commercial			
	To Commercial:		From Commercial:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	58.00	5
44: Gate	0.00	0	0.00	0
46: Gate	39.00	5	39.00	3
53: Gate	0.00	0	3.00	0
55: Gate	58.00	8	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0

66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**9**	**100.00**	**6**

66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**100.00**	**8**

	Zone 48: Office			
	To Office:		From Office:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0

	Zone 49: Apartment			
	To Apartment:		From Apartment:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0

97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	2
44: Gate	23.00	7	23.00	1
46: Gate	39.00	12	39.00	2
53: Gate	0.00	0	3.00	0
55: Gate	35.00	11	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**5**

97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	14
44: Gate	23.00	3	23.00	9
46: Gate	39.00	5	39.00	16
53: Gate	0.00	0	3.00	1
55: Gate	35.00	5	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**13**	**100.00**	**40**

	Zone 50: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0

	Zone 51: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0

13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0	77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0	38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	2	39: Gate	0.00	0	35.00	2
44: Gate	23.00	2	23.00	1	44: Gate	23.00	2	23.00	1
46: Gate	39.00	4	39.00	3	46: Gate	39.00	4	39.00	3
53: Gate	0.00	0	3.00	0	53: Gate	0.00	0	3.00	0
55: Gate	35.00	4	0.00	0	55: Gate	35.00	4	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0

94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**10**	**100.00**	**6**

94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**10**	**100.00**	**6**

	Zone 76: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	33.00	15
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	33.00	5	0.00	0
56: Gate	0.00	0	10.00	5
57: Gate	10.00	2	0.00	0
58: Gate	0.00	0	20.00	9
59: Gate	20.00	3	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0

	Zone 77: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	2	0.00	0
39: Gate	0.00	0	33.00	67
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	6
55: Gate	33.00	22	0.00	0
56: Gate	0.00	0	10.00	20
57: Gate	10.00	7	0.00	0
58: Gate	0.00	0	20.00	41
59: Gate	20.00	14	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0

62: Gate	0.00	0	24.00	11
63: Gate	24.00	4	0.00	0
64: Gate	0.00	0	5.00	2
65: Gate	5.00	1	0.00	0
66: Gate	0.00	0	3.00	1
67: Gate	3.00	0	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**15**	**100.00**	**45**

62: Gate	0.00	0	24.00	49
63: Gate	24.00	16	0.00	0
64: Gate	0.00	0	5.00	10
65: Gate	5.00	3	0.00	0
66: Gate	0.00	0	3.00	6
67: Gate	3.00	2	0.00	0
68: Gate	0.00	0	2.00	4
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**67**	**100.00**	**203**

	Zone 78: Active Adult			
	To Active Adult:		From Active Adult:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0

	Zone 79: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0

84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	2	0.00	0
39: Gate	0.00	0	33.00	53
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	5
55: Gate	33.00	26	0.00	0
56: Gate	0.00	0	10.00	16
57: Gate	10.00	8	0.00	0
58: Gate	0.00	0	20.00	32
59: Gate	20.00	16	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	39
63: Gate	24.00	19	0.00	0
64: Gate	0.00	0	5.00	8
65: Gate	5.00	4	0.00	0
66: Gate	0.00	0	3.00	5
67: Gate	3.00	2	0.00	0
68: Gate	0.00	0	2.00	3
69: Gate	2.00	2	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**79**	**100.00**	**161**

84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	28
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	3
55: Gate	33.00	10	0.00	0
56: Gate	0.00	0	10.00	9
57: Gate	10.00	3	0.00	0
58: Gate	0.00	0	20.00	18
59: Gate	20.00	6	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	21
63: Gate	24.00	7	0.00	0
64: Gate	0.00	0	5.00	4
65: Gate	5.00	1	0.00	0
66: Gate	0.00	0	3.00	3
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	2
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**30**	**100.00**	**88**

	Zone 80: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0

	Zone 81: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0

9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	21
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	2
55: Gate	33.00	7	0.00	0
56: Gate	0.00	0	10.00	6
57: Gate	10.00	2	0.00	0
58: Gate	0.00	0	20.00	12
59: Gate	20.00	4	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	15
63: Gate	24.00	5	0.00	0
64: Gate	0.00	0	5.00	3
65: Gate	5.00	1	0.00	0
66: Gate	0.00	0	3.00	2
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0

9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	32
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	3
55: Gate	33.00	11	0.00	0
56: Gate	0.00	0	10.00	10
57: Gate	10.00	3	0.00	0
58: Gate	0.00	0	20.00	20
59: Gate	20.00	7	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	24
63: Gate	24.00	8	0.00	0
64: Gate	0.00	0	5.00	5
65: Gate	5.00	2	0.00	0
66: Gate	0.00	0	3.00	3
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	2
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0

90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**21**	**100.00**	**62**

90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**34**	**100.00**	**99**

	Zone 82: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	33.00	16
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	33.00	5	0.00	0
56: Gate	0.00	0	10.00	5
57: Gate	10.00	2	0.00	0

	Zone 83: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	44
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	4
55: Gate	33.00	15	0.00	0
56: Gate	0.00	0	10.00	14
57: Gate	10.00	5	0.00	0

58: Gate	0.00	0	20.00	10
59: Gate	20.00	3	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	12
63: Gate	24.00	4	0.00	0
64: Gate	0.00	0	5.00	2
65: Gate	5.00	1	0.00	0
66: Gate	0.00	0	3.00	1
67: Gate	3.00	0	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**15**	**100.00**	**48**

58: Gate	0.00	0	20.00	27
59: Gate	20.00	9	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	32
63: Gate	24.00	11	0.00	0
64: Gate	0.00	0	5.00	7
65: Gate	5.00	2	0.00	0
66: Gate	0.00	0	3.00	4
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	3
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**45**	**100.00**	**135**

	Zone 84: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0

	Zone 85: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0

79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	3	0.00	0
39: Gate	0.00	0	33.00	103
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	9
55: Gate	33.00	34	0.00	0
56: Gate	0.00	0	10.00	31
57: Gate	10.00	10	0.00	0
58: Gate	0.00	0	20.00	62
59: Gate	20.00	21	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	75
63: Gate	24.00	25	0.00	0
64: Gate	0.00	0	5.00	16
65: Gate	5.00	5	0.00	0
66: Gate	0.00	0	3.00	9
67: Gate	3.00	3	0.00	0
68: Gate	0.00	0	2.00	6
69: Gate	2.00	2	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**103**	**100.00**	**311**

79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	4
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	97.00	6	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**6**	**100.00**	**4**

	Zone 86: High School			
	To High School:		From High School:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

	Zone 96: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

5: Single Family	0.00	0	0.00	0	5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0	6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0	7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0	8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0	9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0	10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0	11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0	12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0	77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0	38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	0.00	0	39: Gate	0.00	0	15.00	6
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	0.00	0	53: Gate	0.00	0	0.00	0
55: Gate	0.00	0	0.00	0	55: Gate	15.00	2	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	5.00	0
57: Gate	0.00	0	0.00	0	57: Gate	5.00	1	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	10.00	48	66: Gate	0.00	0	10.00	1
67: Gate	10.00	98	0.00	0	67: Gate	10.00	2	0.00	0
68: Gate	0.00	0	10.00	48	68: Gate	0.00	0	10.00	1
69: Gate	10.00	98	0.00	0	69: Gate	10.00	2	0.00	0
70: Gate	0.00	0	5.00	24	70: Gate	0.00	0	0.00	0
71: Gate	5.00	49	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	15.00	72	72: Gate	0.00	0	10.00	1
73: Gate	15.00	146	0.00	0	73: Gate	10.00	2	0.00	0
74: Gate	0.00	0	15.00	72	74: Gate	0.00	0	5.00	0

75: Gate	15.00	146	0.00	0
87: Gate	5.00	49	5.00	24
88: Gate	5.00	49	5.00	24
89: Gate	0.00	0	0.00	0
90: Gate	5.00	49	5.00	24
91: Gate	5.00	49	5.00	24
92: Gate	5.00	49	5.00	24
93: Gate	5.00	49	5.00	24
94: Gate	5.00	49	5.00	24
95: Gate	5.00	49	5.00	24
103: Gate	5.00	49	5.00	24
Total	**100.00**	**978**	**100.00**	**480**

75: Gate	5.00	1	0.00	0
87: Gate	5.00	1	5.00	0
88: Gate	5.00	1	5.00	0
89: Gate	0.00	0	0.00	0
90: Gate	5.00	1	5.00	0
91: Gate	5.00	1	5.00	0
92: Gate	5.00	1	5.00	0
93: Gate	5.00	1	5.00	0
94: Gate	5.00	1	5.00	0
95: Gate	5.00	1	5.00	0
103: Gate	5.00	1	5.00	0
Total	**100.00**	**19**	**100.00**	**9**

	Zone 97: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	1.00	0	0.00	0
39: Gate	0.00	0	6.00	1
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0

	Zone 99: Elementary School			
	To Elementary School:		From Elementary School:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	0.00	0
44: Gate	0.00	0	0.00	0

53: Gate	0.00	0	1.00	0
55: Gate	6.00	2	0.00	0
56: Gate	0.00	0	1.00	0
57: Gate	1.00	0	0.00	0
58: Gate	0.00	0	41.00	7
59: Gate	41.00	12	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	11.00	2
63: Gate	11.00	3	0.00	0
64: Gate	0.00	0	15.00	3
65: Gate	15.00	5	0.00	0
66: Gate	0.00	0	9.00	2
67: Gate	9.00	3	0.00	0
68: Gate	0.00	0	6.00	1
69: Gate	6.00	2	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	5.00	1
73: Gate	5.00	2	0.00	0
74: Gate	0.00	0	5.00	1
75: Gate	5.00	2	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**18**

46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	0.00	0
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	15.00	10	15.00	8
88: Gate	10.00	7	10.00	6
89: Gate	0.00	0	0.00	0
90: Gate	15.00	10	15.00	8
91: Gate	5.00	3	5.00	3
92: Gate	15.00	10	15.00	8
93: Gate	15.00	10	15.00	8
94: Gate	5.00	3	5.00	3
95: Gate	15.00	10	15.00	9
103: Gate	5.00	3	5.00	3
Total	**100.00**	**66**	**100.00**	**56**

	Zone 100: Military Housing			
	To Military Housing:		From Military Housing:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0

	Zone 101: Single Family			
	To Single Family :		From Single Family :	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0

49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	70.00	419	0.00	0
39: Gate	0.00	0	30.00	571
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	70.00	1331
55: Gate	30.00	179	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**598**	**100.00**	**1902**

50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	17
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	2
55: Gate	33.00	6	0.00	0
56: Gate	0.00	0	10.00	5
57: Gate	10.00	2	0.00	0
58: Gate	0.00	0	20.00	10
59: Gate	20.00	4	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	12
63: Gate	24.00	4	0.00	0
64: Gate	0.00	0	5.00	3
65: Gate	5.00	1	0.00	0
66: Gate	0.00	0	3.00	2
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**19**	**100.00**	**52**

Intersection Level Of Service Report
Intersection 101: Log Cabin Way and Woodside-Shea/O'Hare Road

Control Type:	Roundabout	Delay (sec / veh):	12.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Log Cabin Way				Log Cabin Way			O'Hare Road			Woodside-Shea		
Approach	Northeastbound				Southwestbound			Northwestbound			Southeastbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	Yes				Yes			Yes			Yes		

Volumes

Name	Log Cabin Way				Log Cabin Way			O'Hare Road			Woodside-Shea		
Base Volume Input [veh/h]	0	0	8	0	0	35	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	14	0	0	18	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	55	212	106	48	672	4	330	14	98	8	28	113
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	55	234	106	48	725	4	330	14	98	8	28	113
Peak Hour Factor	0.920	0.920	0.920	0.920	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	15	64	29	13	197	1	90	4	27	2	8	31
Total Analysis Volume [veh/h]	3	60	254	115	52	788	4	359	15	107	9	30	123
Pedestrian Volume [ped/h]	0				0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1				1			2			2		
Circulating Flow Rate [veh/h]	93				446			333			1226		
Exiting Flow Rate [veh/h]	1298				377			201			81		
Demand Flow Rate [veh/h]	3	55	234	106	48	725	4	330	14	98	8	28	113
Adjusted Demand Flow Rate [veh/h]	3	60	254	115	52	788	4	359	15	107	9	30	123

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1130.00	1130.00	1130.00	1130.00	1130.00	1130.00	1130.00
B (coefficient)	0.00100	0.00100	0.00100	0.00100	0.00070	0.00075	0.00070
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	208	234	405	457	491	10	157
Capacity of Entry and Bypass Lanes [veh/h]	1030	1030	724	724	896	451	480
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1010	1010	710	710	878	442	470
X, volume / capacity	0.20	0.23	0.56	0.63	0.55	0.02	0.33

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	C	B	A	B
95th-Percentile Queue Length [veh]	0.75	0.87	3.49	4.50	3.40	0.06	1.40
95th-Percentile Queue Length [ft]	18.74	21.80	87.33	112.54	85.08	1.56	35.00
Approach Delay [s/veh]	5.61		15.37		11.70	12.70	
Approach LOS	A		C		B	B	
Intersection Delay [s/veh]	12.03						
Intersection LOS	B						

Vistro File: J:\...\181210_Sunstone_working_3400 Units.vistro
Scenario 10 AM Buildout w 30%GT_181125

Report File: J:\...\7_181214_AM Buildout + 30pctGT_101.pdf
12/14/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northeastbound				Southwestbound			Northwestbound			Southeastbound			Total Volume
			U-T	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
101	Log Cabin Way and Woodside-Shea/O'Hare Road	Final Base	0	0	8	0	0	35	0	0	0	0	0	0	0	43
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	14	0	0	18	0	0	0	0	0	0	0	32
		Net New Trips	3	55	212	106	48	672	4	330	14	98	8	28	113	1691
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**3**	**55**	**234**	**106**	**48**	**725**	**4**	**330**	**14**	**98**	**8**	**28**	**113**	**1766**

Intersection Level Of Service Report
Intersection 3: Kyle Canyon Road and US 95 NB DDI

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.293

Intersection Setup

Name	Kyle Canyon Road									Kyle Canyon Road		
Approach	Eastbound			Westbound			Northeastbound			Southwestbound		
Lane Configuration												
Turning Movement	Thru	Thru	Right	Thru	Thru	Right	Left	Thru	Thru	Left	Thru	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Kyle Canyon Road									Kyle Canyon Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	26	0	0	0	0	0	0	0	0	0	28	0
Site-Generated Trips [veh/h]	187	0	0	0	0	0	0	0	0	0	694	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	213	0	0	0	0	0	0	0	0	0	722	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	0	0	0	0	0	0	0	0	0	181	0
Total Analysis Volume [veh/h]	213	0	0	0	0	0	0	0	0	0	722	0
Presence of On-Street Parking	No		No							No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	8	0	0	0	0	0	0	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0	0	0	5	0
Maximum Green [s]	30	0	0	0	0	0	0	0	0	0	30	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	70	0	0	0	0	0	0	0	0	0	70	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	5	0	0	0	0	0	0	0	0	0	5	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0	0	0	10	0
Rest In Walk	No										No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No										No	
Maximum Recall	No										No	
Pedestrian Recall	No										No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C			C
C, Cycle Length [s]	140			140
L, Total Lost Time per Cycle [s]	4.00			4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00			0.00
l2, Clearance Lost Time [s]	2.00			2.00
g_i, Effective Green Time [s]	66			66
g / C, Green / Cycle	0.47			0.47
(v / s)_i Volume / Saturation Flow Rate	0.07			0.23
s, saturation flow rate [veh/h]	3192			3192
c, Capacity [veh/h]	1505			1505
d1, Uniform Delay [s]	20.96			25.27
k, delay calibration	0.50			0.50
I, Upstream Filtering Factor	1.00			1.00
d2, Incremental Delay [s]	0.20			1.10
d3, Initial Queue Delay [s]	0.00			0.00
Rp, platoon ratio	1.00			1.00
PF, progression factor	1.00			1.00

Lane Group Results

X, volume / capacity	0.14			0.48
d, Delay for Lane Group [s/veh]	21.15			26.37
Lane Group LOS	C			C
Critical Lane Group	Yes			Yes
50th-Percentile Queue Length [veh/ln]	2.06			8.47
50th-Percentile Queue Length [ft/ln]	51.44			211.84
95th-Percentile Queue Length [veh/ln]	3.70			13.25
95th-Percentile Queue Length [ft/ln]	92.60			331.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26.37	0.00
Movement LOS	C										C	
d_A, Approach Delay [s/veh]	21.15			0.00			0.00			26.37		
Approach LOS	C			A			A			C		
d_I, Intersection Delay [s/veh]	25.18											
Intersection LOS	C											
Intersection V/C	0.293											

Sequence

Ring 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Skye Canyon Park Drive and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	17.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Log Cabin Way			Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	300.00	100.00	100.00	300.00	100.00	100.00	300.00	100.00	150.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skye Canyon Park Drive			Skye Canyon Park Drive			Log Cabin Way			Log Cabin Way		
Base Volume Input [veh/h]	0	0	23	0	0	0	0	47	0	8	15	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	18	0	8	0	0	0	0	26	0	16	10	0
Site-Generated Trips [veh/h]	88	0	71	0	0	124	173	110	45	65	100	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	0	102	0	0	124	173	183	45	89	125	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	0	26	0	0	31	43	46	11	22	31	0
Total Analysis Volume [veh/h]	106	0	102	0	0	124	173	183	45	89	125	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.00	0.00	0.38	0.37	0.05	0.24	0.26	0.00
d_M, Delay for Movement [s/veh]	8.97	0.00	0.00	8.47	0.00	0.00	17.69	13.28	9.53	17.59	14.88	11.73
Movement LOS	A	A	A	A	A	A	C	B	A	C	B	B
95th-Percentile Queue Length [veh/ln]	0.35	0.00	0.00	0.00	0.00	0.00	1.75	0.42	0.17	0.91	1.01	1.01
95th-Percentile Queue Length [ft/ln]	8.74	0.00	0.00	0.00	0.00	0.00	43.84	10.44	4.24	22.80	25.21	25.21
d_A, Approach Delay [s/veh]	4.57			0.00			14.76			16.00		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	10.87											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 11: Horse Drive and El Capitan Way

Control Type:	Two-way stop	Delay (sec / veh):	22.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.163

Intersection Setup

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Horse Drive			Horse Drive		
Base Volume Input [veh/h]	47	154	3	1	152	7	8	3	56	2	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	5	0	0	0	26	0	0	34	5
Site-Generated Trips [veh/h]	0	245	8	10	183	7	11	0	1	5	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	399	11	16	335	14	19	29	57	7	36	15
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	108	3	4	91	4	5	8	15	2	10	4
Total Analysis Volume [veh/h]	51	434	12	17	364	15	21	32	62	8	39	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.02	0.00	0.00	0.09	0.13	0.08	0.04	0.16	0.02
d_M, Delay for Movement [s/veh]	8.20	0.00	0.00	8.29	0.00	0.00	20.93	22.07	11.48	21.41	22.67	12.28
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.14	0.07	0.00	0.05	0.02	0.00	0.28	0.78	0.78	0.11	0.66	0.66
95th-Percentile Queue Length [ft/ln]	3.40	1.70	0.00	1.17	0.58	0.00	6.90	19.44	19.44	2.72	16.45	16.45
d_A, Approach Delay [s/veh]	0.84			0.36			16.15			19.87		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	3.43											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 12: El Capitan Way and Grand Teton Drive

Control Type:	All-way stop	Delay (sec / veh):	84.3
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.370

Intersection Setup

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Pocket Length [ft]	0.00	100.00	0.00	0.00	100.00	225.00	0.00	100.00	175.00	225.00	100.00	125.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Grand Teton Drive			Grand Teton Drive		
Base Volume Input [veh/h]	21	404	60	61	306	6	2	63	69	34	56	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	25	0	0	0	0	26	0	20	36	0
Site-Generated Trips [veh/h]	0	341	0	44	250	0	0	0	0	0	0	49
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	745	85	105	556	6	2	89	69	54	92	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	186	21	26	139	2	1	22	17	14	23	31
Total Analysis Volume [veh/h]	21	745	85	105	556	6	2	89	69	54	92	125
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	509	745	602	484	516	516	569	468	493	493	536	441	466	466	507
Degree of Utilization, x	0.04	1.37	0.14	0.22	0.54	0.54	0.01	0.00	0.09	0.09	0.13	0.12	0.10	0.10	0.25

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.13	33.50	0.49	0.82	3.16	3.16	0.03	0.01	0.30	0.30	0.44	0.41	0.33	0.33	0.96
95th-Percentile Queue Length [ft]	3.22	837.59	12.24	20.40	79.06	79.06	0.80	0.32	7.39	7.39	11.01	10.37	8.16	8.16	24.06
Approach Delay [s/veh]	174.23			16.59				10.58				11.80			
Approach LOS	F			C				B				B			
Intersection Delay [s/veh]	84.26														
Intersection LOS	F														

Intersection Level Of Service Report
Intersection 13: Durango Drive and El Capitan Way/Farm Road

Control Type:	Signalized	Delay (sec / veh):	93.8
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Pocket Length [ft]	425.00	100.00	225.00	200.00	100.00	200.00	425.00	100.00	150.00	200.00	100.00	225.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			Farm Road			El Capitan Way		
Base Volume Input [veh/h]	412	907	285	91	533	35	488	239	66	84	204	240
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	25	83	123	0	87	0	143	0	0	0	0	20
Site-Generated Trips [veh/h]	283	135	18	1	100	0	10	58	0	0	54	196
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	720	1125	426	92	720	35	641	297	66	84	258	456
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	180	281	107	23	180	9	160	74	17	21	65	114
Total Analysis Volume [veh/h]	720	1125	426	92	720	35	641	297	66	84	258	456
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	31	49	0	13	31	0	36	63	0	15	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	140	140	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	25	43	43	7	25	25	30	57	57	9	36	36
g / C, Green / Cycle	0.18	0.31	0.31	0.05	0.18	0.18	0.21	0.41	0.41	0.06	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.23	0.25	0.30	0.03	0.16	0.02	0.21	0.09	0.05	0.03	0.08	0.32
s, saturation flow rate [veh/h]	3101	4567	1425	3101	4567	1425	3101	3192	1425	3101	3192	1425
c, Capacity [veh/h]	554	1403	438	155	815	254	664	1300	580	199	821	366
d1, Uniform Delay [s]	57.50	44.59	47.93	65.11	56.07	48.42	54.48	27.13	25.80	63.00	42.03	52.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	148.02	4.93	36.86	15.61	13.29	1.12	27.27	0.41	0.40	6.42	1.00	131.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.30	0.80	0.97	0.59	0.88	0.14	0.96	0.23	0.11	0.42	0.31	1.24
d, Delay for Lane Group [s/veh]	205.52	49.52	84.79	80.72	69.36	49.55	81.74	27.54	26.20	69.41	43.03	183.00
Lane Group LOS	F	D	F	F	E	D	F	C	C	E	D	F
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	21.18	12.61	19.10	1.95	9.28	1.12	13.70	3.38	1.46	1.62	3.76	26.16
50th-Percentile Queue Length [ft/ln]	529.42	315.29	477.54	48.77	232.09	28.06	342.40	84.42	36.50	40.60	94.10	654.03
95th-Percentile Queue Length [veh/ln]	32.38	18.44	26.27	3.51	14.28	2.02	19.77	6.08	2.63	2.92	6.77	38.92
95th-Percentile Queue Length [ft/ln]	809.58	460.90	656.74	87.79	357.01	50.50	494.13	151.95	65.70	73.08	169.37	972.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	205.52	49.52	84.79	80.72	69.36	49.55	81.74	27.54	26.20	69.41	43.03	183.00
Movement LOS	F	D	F	F	E	D	F	C	C	E	D	F
d_A, Approach Delay [s/veh]	105.59			69.78			62.06			125.79		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	93.82											
Intersection LOS	F											
Intersection V/C	0.917											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Durango Drive and US 95 Northbound

Control Type:	Signalized	Delay (sec / veh):	51.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.848

Intersection Setup

Name	Durango Drive			Durango Drive			US 95 NB					
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	2	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Durango Drive			Durango Drive			US 95 NB					
Base Volume Input [veh/h]	117	1006	0	0	1263	10	688	0	586	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	231	0	0	20	230	93	0	0	0	0	0
Site-Generated Trips [veh/h]	266	73	0	0	306	0	154	0	363	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	383	1310	0	0	1589	240	935	0	949	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	328	0	0	397	60	234	0	237	0	0	0
Total Analysis Volume [veh/h]	383	1310	0	0	1589	240	935	0	949	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	5	2	0	0	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	0	5	0	0	5	0	0	0	0
Maximum Green [s]	30	30	0	0	30	0	0	30	0	0	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Split [s]	27	82	0	0	55	0	0	58	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No			No			No				
Maximum Recall	No	No			No			No				
Pedestrian Recall	No	No			No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	R	
C, Cycle Length [s]	140	140	140	140	140	140	140	
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	6.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
g_i, Effective Green Time [s]	21	76	49	49	52	52	52	
g / C, Green / Cycle	0.15	0.54	0.35	0.35	0.37	0.37	0.37	
(v / s)_i Volume / Saturation Flow Rate	0.12	0.29	0.35	0.17	0.20	0.20	0.38	
s, saturation flow rate [veh/h]	3101	4567	4567	1425	3101	1597	2522	
c, Capacity [veh/h]	465	2479	1598	499	1152	593	937	
d1, Uniform Delay [s]	57.70	20.51	45.36	35.56	34.62	34.37	44.00	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	15.16	0.81	21.17	3.30	1.83	3.31	32.66	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.82	0.53	0.99	0.48	0.54	0.53	1.01	
d, Delay for Lane Group [s/veh]	72.86	21.32	66.53	38.87	36.44	37.68	76.66	
Lane Group LOS	E	C	E	D	D	D	F	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.57	9.31	21.32	6.92	8.70	8.89	20.32	
50th-Percentile Queue Length [ft/ln]	189.29	232.64	533.09	173.01	217.57	222.37	507.91	
95th-Percentile Queue Length [veh/ln]	12.08	14.31	28.90	11.23	13.54	13.79	27.96	
95th-Percentile Queue Length [ft/ln]	302.10	357.71	722.41	280.86	338.52	344.65	699.06	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	72.86	21.32	0.00	0.00	66.53	38.87	36.85	37.68	76.66	0.00	0.00	0.00
Movement LOS	E	C			E	D	D	D	F			
d_A, Approach Delay [s/veh]	32.98			62.90			56.91			0.00		
Approach LOS	C			E			E			A		
d_I, Intersection Delay [s/veh]	51.44											
Intersection LOS	D											
Intersection V/C	0.848											

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 100: Log Cabin Way and Sky Pointe Drive

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.079

Intersection Setup

Name	Sky Pointe Drive			Log Cabin Way			Log Cabin Way					
Approach	Southbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Right	Right	Left2	Left	Thru	Thru	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Sky Pointe Drive			Log Cabin Way			Log Cabin Way					
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	26	28	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	51	0	0	1073	669	0	44	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	51	0	0	1099	697	0	44	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	13	0	0	275	174	0	11	0	0	0
Total Analysis Volume [veh/h]	0	0	51	0	0	1099	697	0	44	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Free	Free	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No			
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.08	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	11.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			B			A	A		A			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.03			0.00			0.00			0.00		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	0.30											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 101: Log Cabin Way and Woodside-Shea/O'Hare Road

Control Type:	Roundabout	Delay (sec / veh):	9.8
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Log Cabin Way				Log Cabin Way			O'Hare Road			Woodside-Shea		
Approach	Northeastbound				Southwestbound			Northwestbound			Southeastbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				No			No			No		

Volumes

Name	Log Cabin Way				Log Cabin Way			O'Hare Road			Woodside-Shea		
Base Volume Input [veh/h]	0	0	47	0	0	15	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	26	0	0	28	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	127	623	314	20	426	9	196	31	18	6	20	82
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	127	696	314	20	469	9	196	31	18	6	20	82
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	32	174	79	5	117	2	49	8	5	2	5	21
Total Analysis Volume [veh/h]	9	127	696	314	20	469	9	196	31	18	6	20	82
Pedestrian Volume [ped/h]	0				0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1				1			2			2		
Circulating Flow Rate [veh/h]	47				370			855			708		
Exiting Flow Rate [veh/h]	771				734			361			170		
Demand Flow Rate [veh/h]	9	127	696	314	20	469	9	196	31	18	6	20	82
Adjusted Demand Flow Rate [veh/h]	9	127	696	314	20	469	9	196	31	18	6	20	82

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1130.00	1130.00	1130.00	1130.00	1130.00	1130.00	1130.00
B (coefficient)	0.00100	0.00100	0.00100	0.00100	0.00070	0.00075	0.00070
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	550	620	239	270	250	7	105
Capacity of Entry and Bypass Lanes [veh/h]	1079	1079	781	781	622	665	689
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1058	1058	766	766	610	652	675
X, volume / capacity	0.51	0.57	0.31	0.35	0.40	0.01	0.15

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	A	B	A	A
95th-Percentile Queue Length [veh]	2.98	3.80	1.30	1.54	1.94	0.03	0.53
95th-Percentile Queue Length [ft]	74.49	94.89	32.43	38.56	48.42	0.70	13.25
Approach Delay [s/veh]	10.14		8.61		11.84	6.96	
Approach LOS	B		A		B	A	
Intersection Delay [s/veh]	9.80						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 102: Log Cabin Way and Collector Road

Control Type:	Two-way stop	Delay (sec / veh):	81.4
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Collector Road		Log Cabin Way		Log Cabin Way	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Collector Road		Log Cabin Way		Log Cabin Way	
Base Volume Input [veh/h]	0	0	0	47	15	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	26	28	0
Site-Generated Trips [veh/h]	72	262	391	255	193	119
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	262	391	328	236	119
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	66	98	82	59	30
Total Analysis Volume [veh/h]	72	262	391	328	236	119
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.64	0.33	0.32	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	81.41	11.64	9.42	0.00	0.00	0.00
Movement LOS	F	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.24	1.42	1.42	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	81.09	35.57	35.58	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	26.68		5.12		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	8.95					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 103: Connector Road and Parcel A/C

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name	Connector Road			Parcel C			Parcel A			Connector Road		
Approach	Southbound			Eastbound			Southwestbound			Northwestbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Connector Road			Parcel C			Parcel A			Connector Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	124	0	0	0	7	37	0	0	11	173	56
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	124	0	0	0	7	37	0	0	11	173	56
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	31	0	0	0	2	9	0	0	3	43	14
Total Analysis Volume [veh/h]	0	124	0	0	0	7	37	0	0	11	173	56
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Stop	Stop	Free
Flared Lane		No	No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No	No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.06	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	7.69	0.00	0.00	10.15	11.57	8.66	11.00	11.31	8.93	7.48	0.00	0.00
Movement LOS	A	A	A	B	B	A	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02	0.18	0.00	0.00	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.53	0.53	4.61	0.00	0.00	0.57	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			8.66			11.00			0.34		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	1.35											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 104: Connector Road and Parcel B-C

Control Type:	Two-way stop	Delay (sec / veh):	19.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.326

Intersection Setup

Name	Parcel C			Parcel B			Collector Road			Connector Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Parcel C			Parcel B			Collector Road			Connector Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	41	124	0	0	66	240	204	0	168	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	41	124	0	0	66	240	204	0	168	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	10	31	0	0	17	60	51	0	42	0
Total Analysis Volume [veh/h]	0	0	41	124	0	0	66	240	204	0	168	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.33	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.22	16.24	8.92	18.96	14.66	9.61	7.68	0.00	0.00	8.24	0.00	0.00
Movement LOS	B	C	A	C	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.13	1.39	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.35	3.35	34.74	0.00	0.00	3.69	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.92			18.96			0.99			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	3.82											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 203: El Capitan Way and Log Cabin Way

Control Type:	Two-way stop	Delay (sec / veh):	22.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	El Capitan Way			El Capitan Way			Log Cabin Way			:Log Cabin Way		
Base Volume Input [veh/h]	9	2	10	0	2	2	6	27	16	12	15	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	6	0	0	0	0	0	0	12	22	0	20	0
Site-Generated Trips [veh/h]	74	197	3	0	128	4	7	63	90	2	69	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	199	13	0	130	6	13	102	128	14	104	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	50	3	0	33	2	3	26	32	4	26	0
Total Analysis Volume [veh/h]	89	199	13	0	130	6	13	102	128	14	104	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.00	0.00	0.04	0.24	0.14	0.05	0.24	0.00
d_M, Delay for Movement [s/veh]	7.65	0.00	0.00	7.65	0.00	0.00	20.14	17.80	13.29	22.50	17.15	13.07
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.20	0.00	0.00	0.00	2.05	2.05	2.05	1.22	1.22	1.22
95th-Percentile Queue Length [ft/ln]	4.91	4.91	4.91	0.00	0.00	0.00	51.30	51.30	51.30	30.49	30.49	30.49
d_A, Approach Delay [s/veh]	2.26			0.00			15.55			17.79		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	8.22											
Intersection LOS	C											

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Report File: J:\...\8_190105_PM Buildout + 30pctGT.pdf

Scenario 11 PM Buildout w 30% GT_181125
1/7/2019

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Eastbound	Southwestbound	Total Volume
			Thru	Thru	
3	Kyle Canyon Road and US 95 NB DDI	Final Base	0	0	0
		Growth Factor	1.00	1.00	-
		In Process	26	28	54
		Net New Trips	187	694	881
		Other	0	0	0
		Future Total	**213**	**722**	**935**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	Skye Canyon Park Drive and Log Cabin Way	Final Base	0	0	23	0	0	0	0	47	0	8	15	0	93
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	18	0	8	0	0	0	0	26	0	16	10	0	78
		Net New Trips	88	0	71	0	0	124	173	110	45	65	100	0	776
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**106**	**0**	**102**	**0**	**0**	**124**	**173**	**183**	**45**	**89**	**125**	**0**	**947**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Horse Drive and El Capitan Way	Final Base	47	154	3	1	152	7	8	3	56	2	2	1	436
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	5	0	0	0	26	0	0	34	5	70
		Net New Trips	0	245	8	10	183	7	11	0	1	5	0	9	479
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**47**	**399**	**11**	**16**	**335**	**14**	**19**	**29**	**57**	**7**	**36**	**15**	**985**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	El Capitan Way and Grand Teton Drive	Final Base	21	404	60	61	306	6	2	63	69	34	56	76	1158
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	25	0	0	0	0	26	0	20	36	0	107
		Net New Trips	0	341	0	44	250	0	0	0	0	0	0	49	684
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**21**	**745**	**85**	**105**	**556**	**6**	**2**	**89**	**69**	**54**	**92**	**125**	**1949**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Durango Drive and El Capitan Way/Farm Road	Final Base	412	907	285	91	533	35	488	239	66	84	204	240	3584
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	25	83	123	0	87	0	143	0	0	0	0	20	481
		Net New Trips	283	135	18	1	100	0	10	58	0	0	54	196	855
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**720**	**1125**	**426**	**92**	**720**	**35**	**641**	**297**	**66**	**84**	**258**	**456**	**4920**

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Northwestbound			Total Volume
			Left	Thru	Thru	Right	Left	Thru	Right	
14	Durango Drive and US 95 Northbound	Final Base	117	1006	1263	10	688	0	586	3670
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	231	20	230	93	0	0	574
		Net New Trips	266	73	306	0	154	0	363	1162
		Other	0	0	0	0	0	0	0	0
		Future Total	**383**	**1310**	**1589**	**240**	**935**	**0**	**949**	**5406**

ID	Intersection Name	Volume Type	Southbound	Eastbound	Westbound		Total Volume
			Right	Thru	Thru	Right	
100	Log Cabin Way and Sky Pointe Drive	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	26	28	0	54
		Net New Trips	51	1073	669	44	1837
		Other	0	0	0	0	0
		Future Total	**51**	**1099**	**697**	**44**	**1891**

ID	Intersection Name	Volume Type	Northeastbound				Southwestbound			Northwestbound			Southeastbound			Total Volume
			U-T	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
101	Log Cabin Way and Woodside-Shea/O'Hare Road	Final Base	0	0	47	0	0	15	0	0	0	0	0	0	0	62
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	26	0	0	28	0	0	0	0	0	0	0	54
		Net New Trips	9	127	623	314	20	426	9	196	31	18	6	20	82	1881
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**9**	**127**	**696**	**314**	**20**	**469**	**9**	**196**	**31**	**18**	**6**	**20**	**82**	**1997**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
102	Log Cabin Way and Collector Road	Final Base	0	0	0	47	15	0	62
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	26	28	0	54
		Net New Trips	72	262	391	255	193	119	1292
		Other	0	0	0	0	0	0	0
		Future Total	**72**	**262**	**391**	**328**	**236**	**119**	**1408**

ID	Intersection Name	Volume Type	Southbound			Eastbound			Southwestbound			Northwestbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
103	Connector Road and Parcel A/C	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	124	0	0	0	7	37	0	0	11	173	56	408
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**124**	**0**	**0**	**0**	**7**	**37**	**0**	**0**	**11**	**173**	**56**	**408**

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
104	Connector Road and Parcel B-C	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	41	124	0	0	66	240	204	0	168	0	843
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**41**	**124**	**0**	**0**	**66**	**240**	**204**	**0**	**168**	**0**	**843**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
203	El Capitan Way and Log Cabin Way	Final Base	9	2	10	0	2	2	6	27	16	12	15	0	101
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	6	0	0	0	0	0	0	12	22	0	20	0	60
		Net New Trips	74	197	3	0	128	4	7	63	90	2	69	0	637
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**89**	**199**	**13**	**0**	**130**	**6**	**13**	**102**	**128**	**14**	**104**	**0**	**798**

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 11 PM Buildout w 30% GT_181125

Report File: J:\...\8_190105_PM Buildout + 30pctGT.pdf
1/7/2019

Fair Share Volumes

Intersection 3: Kyle Canyon Road and US 95 NB DDI			
Zone ID: Name	Eastbound	Southwestbound	Total
	Thru	Thru	
1: Regional Park and Single Family	3	22	25
2: Single Family	1	7	8
3: Single Family	1	0	1
4: Single Family	1	0	1
5: Single Family	0	0	0
6: Zone	0	0	0
7: Single Family	0	0	0
8: Single Family	0	0	0
9: Single Family	0	0	0
10: Single Family	0	0	0
11: Single Family	0	0	0
12: Single Family	0	0	0
13: Apartment	0	0	0
14: Single Family	0	0	0
41: Commercial	0	0	0
42: Single Family	0	0	0
45: Commercial	0	0	0
47: Commercial	0	0	0
48: Office	0	0	0
49: Apartment	0	0	0
50: Commercial	0	0	0
51: Commercial	0	0	0
76: Single Family	5	20	25
77: Single Familly	25	79	104
78: Active Adult	23	87	110
79: Single Family	10	12	22
80: Single Family	2	12	14
81: Single Family	12	26	38
82: Single Family	6	11	17
83: Single Family	17	34	51
84: Single Family	38	66	104
85: Commercial	0	0	0
86: High School	0	0	0
96: Commercial	37	51	88
97: Commercial	0	0	0
99: Elementary School	0	0	0
100: Military Housing	0	249	249
101: Single Family	6	19	25
Site-Generated Trips	187	694	
Future Total Volume	213	722	

Intersection 4: Skye Canyon Park Drive and Log Cabin Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	29	0	0	0	0	42	0	17	24	0	112
2: Single Family	0	0	6	0	0	0	0	13	0	3	8	0	30
3: Single Family	0	0	0	0	0	0	0	1	0	0	1	0	2
4: Single Family	0	0	0	0	0	0	0	0	1	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	4	0	0	0	0	0	0	0	4	0	2	0	10
77: Single Familly	41	0	0	0	0	0	0	6	24	0	11	0	81
78: Active Adult	9	0	0	0	0	0	0	0	6	0	0	0	14
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	36	0	0	0	0	45	0	40	50	0	171
96: Commercial	5	0	0	0	0	0	0	3	0	0	2	0	10
97: Commercial	0	0	0	0	0	0	0	0	0	5	0	0	5
99: Elementary School	5	0	0	0	0	0	0	0	5	0	0	0	10
100: Military Housing	0	0	0	0	0	124	173	0	0	0	0	0	297
101: Single Family	24	0	0	0	0	0	0	0	7	0	2	0	33
Site-Generated Trips	88	0	71	0	0	124	173	110	45	65	100	0	
Future Total Volume	106	0	102	0	0	124	173	183	45	89	125	0	

Intersection 11: Horse Drive and El Capitan Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	10	0	0	6	0	0	0	0	0	0	0	15
2: Single Family	0	3	0	0	2	0	0	0	0	0	0	0	5
3: Single Family	0	8	0	0	5	0	0	0	0	0	0	0	13
4: Single Family	0	0	8	0	0	7	11	0	0	5	0	0	31
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	2	0	0	0	0	0	0	1	0	0	0	3
77: Single Familly	0	6	0	0	3	0	0	0	0	0	0	0	9
78: Active Adult	0	0	0	0	0	0	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	38	0	10	40	0	0	0	0	0	0	9	97
96: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
100: Military Housing	0	178	0	0	128	0	0	0	0	0	0	0	306
101: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	245	8	10	183	7	11	0	1	5	0	9	
Future Total Volume	47	399	11	16	335	14	19	29	57	7	36	15	

Intersection 12: El Capitan Way and Grand Teton Drive													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	10	0	0	6	0	0	0	0	0	0	0	15
2: Single Family	0	3	0	0	2	0	0	0	0	0	0	0	5
3: Single Family	0	8	0	0	5	0	0	0	0	0	0	0	13
4: Single Family	0	8	0	0	5	0	0	0	0	0	0	0	12
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	1	0	0	1	0	0	0	0	0	0	1	3
77: Single Familly	0	6	0	2	3	0	0	0	0	0	0	4	15
78: Active Adult	0	23	0	2	16	0	0	0	0	0	0	4	44
79: Single Family	0	14	0	1	8	0	0	0	0	0	0	2	24
80: Single Family	0	5	0	1	3	0	0	0	0	0	0	1	10
81: Single Family	0	3	0	1	2	0	0	0	0	0	0	2	8
82: Single Family	0	3	0	1	2	0	0	0	0	0	0	1	7
83: Single Family	0	4	0	1	2	0	0	0	0	0	0	3	10
84: Single Family	0	40	0	3	23	0	0	0	0	0	0	6	73
85: Commercial	0	11	0	0	11	0	0	0	0	0	0	0	22
86: High School	0	19	0	20	20	0	0	0	0	0	0	19	78
96: Commercial	0	5	0	5	5	0	0	0	0	0	0	5	20
97: Commercial	0	0	0	6	9	0	0	0	0	0	0	0	15
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
100: Military Housing	0	178	0	0	128	0	0	0	0	0	0	0	306
101: Single Family	0	1	0	1	0	0	0	0	0	0	0	1	3
Site-Generated Trips	0	341	0	44	250	0	0	0	0	0	0	49	
Future Total Volume	21	745	85	105	556	6	2	89	69	54	92	125	

Intersection 13: Durango Drive and El Capitan Way/Farm Road													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	10	19	0	0	11	0	0	0	0	0	0	6	46
2: Single Family	3	9	0	0	5	0	0	0	0	0	0	2	19
3: Single Family	8	17	0	0	10	0	0	0	0	0	0	5	40
4: Single Family	8	0	0	0	0	0	0	0	0	0	0	5	12
5: Single Family	0	3	0	0	1	0	0	0	0	0	0	0	4
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	19	0	0	12	0	0	0	0	0	0	0	31
8: Single Family	0	1	0	0	1	0	0	0	0	0	0	0	2
9: Single Family	0	17	0	0	11	0	0	0	0	0	0	0	28
10: Single Family	0	0	18	0	0	0	10	0	0	0	0	0	28
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	17	0	0	19	0	0	0	0	0	0	0	36
42: Single Family	0	2	0	0	1	0	0	0	0	0	0	0	3
45: Commercial	0	24	0	0	26	0	0	0	0	0	0	0	50
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	1	0	0	1	0	2
77: Single Familly	0	5	0	0	3	0	0	6	0	0	3	0	16
78: Active Adult	18	0	0	0	0	0	0	5	0	0	4	12	38
79: Single Family	12	0	0	0	0	0	0	2	0	0	1	7	21
80: Single Family	3	0	0	0	0	0	0	2	0	0	1	2	8
81: Single Family	0	0	0	0	0	0	0	3	0	0	2	0	5
82: Single Family	2	0	0	0	0	0	0	1	0	0	1	1	5
83: Single Family	0	0	0	0	0	0	0	4	0	0	2	0	6
84: Single Family	31	0	0	0	0	0	0	9	0	0	5	18	64
85: Commercial	11	0	0	0	0	0	0	0	0	0	0	11	22
86: High School	0	0	0	0	0	0	0	19	0	0	20	0	39
96: Commercial	0	0	0	0	0	0	0	5	0	0	5	0	10
97: Commercial	0	0	0	0	0	0	0	0	0	0	9	0	9
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
100: Military Housing	178	0	0	0	0	0	0	0	0	0	0	128	306
101: Single Family	0	2	0	1	0	0	0	1	0	0	0	0	4
Site-Generated Trips	283	135	18	1	100	0	10	58	0	0	54	196	
Future Total Volume	720	1125	426	92	720	35	641	297	66	84	258	456	

Intersection 14: Durango Drive and US 95 Northbound								
Zone ID: Name	Northeastbound		Southwestbound		Northwestbound			Total
	Left	Thru	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	17	0	0	0	29	46
2: Single Family	0	0	7	0	0	0	12	19
3: Single Family	0	0	14	0	0	0	25	40
4: Single Family	0	0	5	0	0	0	8	12
5: Single Family	0	0	1	0	0	0	3	4
6: Zone	0	0	0	0	0	0	0	0
7: Single Family	0	0	12	0	0	0	19	31
8: Single Family	0	0	1	0	0	0	1	2
9: Single Family	0	0	11	0	0	0	17	28
10: Single Family	0	1	10	0	0	0	17	28
11: Single Family	0	0	0	0	53	0	0	53
12: Single Family	0	0	0	0	26	0	0	26
13: Apartment	1	0	0	0	14	0	0	15
14: Single Family	1	0	0	0	13	0	0	14
41: Commercial	0	0	19	0	0	0	17	36
42: Single Family	0	0	1	0	0	0	2	3
45: Commercial	0	0	26	0	0	0	24	50
47: Commercial	0	0	0	0	12	0	0	12
48: Office	1	0	0	0	0	0	0	1
49: Apartment	1	0	0	0	14	0	0	15
50: Commercial	1	0	0	0	11	0	0	12
51: Commercial	1	0	0	0	11	0	0	12
76: Single Family	12	0	0	0	0	0	0	12
77: Single Familly	50	5	3	0	0	0	0	57
78: Active Adult	35	18	12	0	0	0	0	65
79: Single Family	11	12	7	0	0	0	0	30
80: Single Family	14	3	2	0	0	0	0	19
81: Single Family	27	0	0	0	0	0	0	27
82: Single Family	11	2	1	0	0	0	0	14
83: Single Family	36	0	0	0	0	0	0	36
84: Single Family	52	31	18	0	0	0	0	101
85: Commercial	0	0	11	0	0	0	11	22
86: High School	0	0	0	0	0	0	0	0
96: Commercial	0	0	0	0	0	0	0	0
97: Commercial	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	0	0
100: Military Housing	0	0	128	0	0	0	178	306
101: Single Family	12	2	0	0	0	0	0	14
Site-Generated Trips	266	73	306	0	154	0	363	
Future Total Volume	383	1310	1589	240	935	0	949	

Intersection 100: Log Cabin Way and Sky Pointe Drive					
Zone ID: Name	Southbound	Eastbound	Westbound		Total
	Right	Thru	Thru	Right	
1: Regional Park and Single Family	0	42	24	0	66
2: Single Family	0	13	8	0	21
3: Single Family	0	1	1	0	2
4: Single Family	0	1	0	0	1
5: Single Family	0	0	0	0	0
6: Zone	0	0	0	0	0
7: Single Family	0	0	0	0	0
8: Single Family	0	0	0	0	0
9: Single Family	0	0	0	0	0
10: Single Family	0	0	0	0	0
11: Single Family	0	0	0	0	0
12: Single Family	0	0	0	0	0
13: Apartment	0	0	0	0	0
14: Single Family	0	0	0	0	0
41: Commercial	0	0	0	0	0
42: Single Family	0	0	0	0	0
45: Commercial	0	0	0	0	0
47: Commercial	0	0	0	0	0
48: Office	0	0	0	0	0
49: Apartment	0	0	0	0	0
50: Commercial	0	0	0	0	0
51: Commercial	0	0	0	0	0
76: Single Family	0	35	21	0	56
77: Single Familly	0	138	82	0	219
78: Active Adult	0	142	91	0	233
79: Single Family	0	22	13	0	35
80: Single Family	0	19	13	0	32
81: Single Family	0	47	28	0	75
82: Single Family	0	21	12	0	34
83: Single Family	0	63	36	0	99
84: Single Family	0	120	71	0	191
85: Commercial	0	0	0	0	0
86: High School	0	0	0	0	0
96: Commercial	51	44	0	44	139
97: Commercial	0	0	1	0	1
99: Elementary School	0	0	0	0	0
100: Military Housing	0	345	249	0	594
101: Single Family	0	22	20	0	42
Site-Generated Trips	51	1073	669	44	
Future Total Volume	51	1099	697	44	

Intersection 101: Log Cabin Way and Woodside-Shea/O'Hare Road														
Zone ID: Name	Northeastbound				Southwestbound			Northwestbound			Southeastbound			Total
	U-T	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	42	0	0	24	0	0	0	0	0	0	0	66
2: Single Family	0	0	13	0	0	8	0	0	0	0	0	0	0	21
3: Single Family	0	0	1	0	0	1	0	0	0	0	0	0	0	2
4: Single Family	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	35	0	0	21	0	0	0	0	0	0	0	56
77: Single Familly	0	0	138	0	0	82	0	0	0	0	0	0	0	219
78: Active Adult	0	127	15	0	0	9	9	0	31	0	6	20	82	299
79: Single Family	0	0	0	22	0	0	0	13	0	0	0	0	0	35
80: Single Family	0	0	0	19	0	0	0	13	0	0	0	0	0	32
81: Single Family	0	0	0	47	0	0	0	28	0	0	0	0	0	75
82: Single Family	0	0	0	21	0	0	0	12	0	0	0	0	0	34
83: Single Family	0	0	0	63	0	0	0	36	0	0	0	0	0	99
84: Single Family	0	0	0	120	0	0	0	71	0	0	0	0	0	191
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	20	0	0	0	0	18	0	0	0	38
96: Commercial	9	0	12	23	0	13	0	22	0	0	0	0	0	79
97: Commercial	0	0	0	0	0	0	0	1	0	0	0	0	0	1
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100: Military Housing	0	0	345	0	0	249	0	0	0	0	0	0	0	594
101: Single Family	0	0	22	0	0	20	0	0	0	0	0	0	0	42
Site-Generated Trips	9	127	623	314	20	426	9	196	31	18	6	20	82	
Future Total Volume	9	127	696	314	20	469	9	196	31	18	6	20	82	

Intersection 102: Log Cabin Way and Collector Road							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Regional Park and Single Family	0	0	0	42	24	0	66
2: Single Family	0	0	0	13	8	0	21
3: Single Family	0	0	0	1	1	0	2
4: Single Family	0	0	0	1	0	0	1
5: Single Family	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0
76: Single Family	4	21	35	0	0	6	65
77: Single Familly	30	82	138	0	0	52	300
78: Active Adult	0	9	15	6	9	0	38
79: Single Family	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0
86: High School	27	0	0	18	20	30	95
96: Commercial	0	6	9	3	7	0	25
97: Commercial	0	0	0	0	0	0	0
99: Elementary School	5	0	0	0	0	5	10
100: Military Housing	0	124	173	173	124	0	594
101: Single Family	7	20	22	0	0	26	75
Site-Generated Trips	72	262	391	255	193	119	
Future Total Volume	72	262	391	328	236	119	

Intersection 103: Connector Road and Parcel A/C													
Zone ID: Name	Southbound			Eastbound			Southwestbound			Northwestbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	24	0	0	0	0	41	65
77: Single Familly	0	0	0	0	0	0	0	0	0	0	0	0	0
78: Active Adult	0	0	0	0	0	7	0	0	0	11	0	0	18
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	0	0	0	0	9	0	0	0	0	10	19
96: Commercial	0	0	0	0	0	0	2	0	0	0	0	3	5
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	0	0	0	0	2	0	0	0	0	2	4
100: Military Housing	0	124	0	0	0	0	0	0	0	0	173	0	297
101: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	124	0	0	0	7	37	0	0	11	173	56	
Future Total Volume	0	124	0	0	0	7	37	0	0	11	173	56	

Intersection 104: Connector Road and Parcel B-C													
Zone ID: Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	0	0	0	0	0	0	0	41	0	0	24	0	65
77: Single Familly	0	0	0	111	0	0	0	0	189	0	0	0	300
78: Active Adult	0	0	2	0	0	0	4	11	0	0	7	0	24
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	0	0	9	9	0	0	10	10	10	0	9	0	57
96: Commercial	0	0	2	2	0	0	3	3	3	0	2	0	15
97: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
99: Elementary School	0	0	1	2	0	0	1	2	2	0	2	0	10
100: Military Housing	0	0	0	0	0	0	0	173	0	0	124	0	297
101: Single Family	0	0	27	0	0	0	48	0	0	0	0	0	75
Site-Generated Trips	0	0	41	124	0	0	66	240	204	0	168	0	
Future Total Volume	0	0	41	124	0	0	66	240	204	0	168	0	

Intersection 203: El Capitan Way and Log Cabin Way													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Regional Park and Single Family	10	0	0	0	0	0	0	11	6	0	19	0	46
2: Single Family	0	0	3	0	0	4	7	13	0	2	7	0	35
3: Single Family	0	0	0	0	0	0	0	1	0	0	1	0	2
4: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
6: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
7: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
8: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
9: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
10: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
11: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
12: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
13: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
14: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
41: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
42: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
45: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
47: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
48: Office	0	0	0	0	0	0	0	0	0	0	0	0	0
49: Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0
50: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
51: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
76: Single Family	2	0	0	0	0	0	0	0	0	0	0	0	2
77: Single Familly	6	0	0	0	0	0	0	3	3	0	5	0	16
78: Active Adult	0	0	0	0	0	0	0	0	0	0	0	0	0
79: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
80: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
81: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
82: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
83: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
84: Single Family	0	0	0	0	0	0	0	0	0	0	0	0	0
85: Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0
86: High School	56	19	0	0	0	0	0	33	81	0	28	0	217
96: Commercial	0	0	0	0	0	0	0	3	0	0	2	0	5
97: Commercial	0	0	0	0	0	0	0	0	0	0	5	0	5
99: Elementary School	0	0	0	0	0	0	0	0	0	0	0	0	0
100: Military Housing	0	178	0	0	128	0	0	0	0	0	0	0	306
101: Single Family	0	0	0	0	0	0	0	0	0	0	2	0	2
Site-Generated Trips	74	197	3	0	128	4	7	63	90	2	69	0	
Future Total Volume	89	199	13	0	130	6	13	102	128	14	104	0	

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 11 PM Buildout w 30% GT_181125
Report File: J:\...\8_190105_PM Buildout + 30pctGT.pdf
1/7/2019

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Regional Park and Single Family		210	Dwelling Units	0.990	160.000	63.00	37.00	100	58	158	2.29
2: Single Family		210	Dwelling Units	0.990	49.000	63.00	37.00	31	18	49	0.71
3: Single Family		210	Dwelling Units	0.990	69.000	63.00	37.00	43	25	68	0.99
4: Single Family		210	Dwelling Units	0.990	32.000	63.00	37.00	20	12	32	0.46
5: Single Family		210	Dwelling Units	0.990	4.000	63.00	37.00	3	1	4	0.06
6: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
7: Single Family		210	Dwelling Units	0.990	40.000	63.00	37.00	25	15	40	0.58
8: Single Family		210	Dwelling Units	0.990	2.000	63.00	37.00	1	1	2	0.03
9: Single Family		210	Dwelling Units	0.990	37.000	63.00	37.00	23	14	37	0.54
10: Single Family		210	Dwelling Units	0.990	36.000	63.00	37.00	23	13	36	0.52
11: Single Family		210	Dwelling Units	0.990	195.000	63.00	37.00	122	71	193	2.80
12: Single Family		210	Dwelling Units	0.990	143.000	63.00	37.00	89	53	142	2.06
13: Apartment		221	Dwelling Units	0.440	150.000	61.00	39.00	40	26	66	0.96
14: Single Family		210	Dwelling Units	0.990	59.000	63.00	37.00	37	21	58	0.84
41: Commercial		820	1000 Square Feet	3.810	10.000	48.00	52.00	18	20	38	0.55
42: Single Family		210	Dwelling Units	0.990	3.000	63.00	37.00	2	1	3	0.04
45: Commercial		820	1000 Square Feet	3.810	17.500	48.00	52.00	32	35	67	0.97
47: Commercial		820	1000 Square Feet	3.810	22.000	48.00	52.00	40	44	84	1.22
48: Office		710	1000 Square Feet	1.150	30.000	16.00	84.00	5	29	35	0.51
49: Apartment		221	Dwelling Units	0.440	150.000	61.00	39.00	40	26	66	0.96
50: Commercial		820	1000 Square Feet	3.810	17.000	48.00	52.00	31	34	65	0.94
51: Commercial		820	1000 Square Feet	3.810	17.000	48.00	52.00	31	34	65	0.94
76: Single Family		210	Dwelling Units	0.640	103.000	63.00	37.00	42	24	66	0.96

77: Single Familly		210	Dwelling Units	0.640	468.000	63.00	37.00	189	111	300	4.35
78: Active Adult		251	Dwelling Units	0.300	1,000.000	61.00	39.00	183	117	300	4.35
79: Single Family		210	Dwelling Units	0.640	202.000	63.00	37.00	81	48	129	1.87
80: Single Family		210	Dwelling Units	0.640	141.000	63.00	37.00	57	33	90	1.30
81: Single Family		210	Dwelling Units	0.640	228.000	63.00	37.00	92	54	146	2.12
82: Single Family		210	Dwelling Units	0.640	111.000	63.00	37.00	45	26	71	1.03
83: Single Family		210	Dwelling Units	0.640	310.000	63.00	37.00	125	73	198	2.87
84: Single Family		210	Dwelling Units	0.640	716.000	63.00	37.00	289	169	458	6.64
85: Commercial		820	1000 Square Feet	3.810	10.237	48.00	52.00	19	20	39	0.57
86: High School		530	Students	0.140	2,800.000	48.00	52.00	188	204	392	5.68
96: Commercial		820	1000 Square Feet	3.810	25.918	48.00	52.00	48	51	99	1.43
97: Commercial		820	1000 Square Feet	3.810	51.401	48.00	52.00	94	102	196	2.84
99: Elementary School		520	Students	0.170	182.000	48.00	52.00	15	16	31	0.45
100: Military Housing		N/A	Dwelling Units	1.000	0.000	50.00	50.00	1744	1256	3000	43.48
101: Single Family		210	Dwelling Units	0.640	121.000	63.00	37.00	49	28	77	1.12
					Added Trips Total			**4016**	**2883**	**6900**	**100.00**

Vistro File: J:\...\190106_Sunstone_working_3400 Units.vistro
Scenario 11 PM Buildout w 30% GT_181125
Report File: J:\...\8_190105_PM Buildout + 30pctGT.pdf
1/7/2019

Trip Distribution summary

Zone / Gate	Zone 1: Regional Park and Single Family			
	To Regional Park and Single Family:		From Regional Park and Single Family:	
	Share %	Trips	Share %	Trips
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	3	0.00	0
39: Gate	0.00	0	97.00	56
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	2
55: Gate	97.00	97	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0

Zone / Gate	Zone 2: Single Family			
	To Single Family:		From Single Family:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	97.00	17
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	97.00	30	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0

58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**100**	**100.00**	**58**

58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**18**

	Zone 3: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0

	Zone 4: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0

80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	3.00	1	38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	97.00	24	39: Gate	0.00	0	97.00	12
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1	53: Gate	0.00	0	3.00	0
55: Gate	97.00	42	0.00	0	55: Gate	97.00	19	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0	94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0	95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0	103: Gate	0.00	0	0.00	0
Total	**100.00**	**43**	**103.00**	**26**	**Total**	**100.00**	**20**	**100.00**	**12**

	Zone 5: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

	Zone 6: Zone			
	To Zone:		From Zone:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	1
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	97.00	3	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0

5: Single Family	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	97.00	0
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	97.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0

75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**3**	**100.00**	**1**

75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**0**	**100.00**	**0**

	Zone 7: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	74.00	12
44: Gate	23.00	6	23.00	3
46: Gate	0.00	0	0.00	0

	Zone 8: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	77.00	1
44: Gate	23.00	0	23.00	0
46: Gate	0.00	0	0.00	0

53: Gate	0.00	0	3.00	0
55: Gate	74.00	19	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**26**	**100.00**	**15**

53: Gate	0.00	0	0.00	0
55: Gate	77.00	1	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**1**	**100.00**	**1**

	Zone 9: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0

	Zone 10: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0

76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	74.00	11
44: Gate	23.00	5	23.00	3
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	74.00	17	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**23**	**100.00**	**14**

76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	74.00	10
44: Gate	23.00	5	23.00	3
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	0
55: Gate	74.00	17	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**23**	**100.00**	**13**

	Zone 11: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips

	Zone 12: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips

1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	4	0.00	0
39: Gate	0.00	0	58.00	41
44: Gate	0.00	0	0.00	0
46: Gate	39.00	48	39.00	28
53: Gate	0.00	0	3.00	2
55: Gate	58.00	71	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0

1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	3	0.00	0
39: Gate	0.00	0	58.00	30
44: Gate	0.00	0	0.00	0
46: Gate	39.00	35	39.00	21
53: Gate	0.00	0	3.00	2
55: Gate	58.00	52	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0

70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**123**	**100.00**	**71**

70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**90**	**100.00**	**53**

	Zone 13: Apartment			
	To Apartment:		From Apartment:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0

	Zone 14: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0

101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	9
44: Gate	23.00	9	23.00	6
46: Gate	39.00	16	39.00	10
53: Gate	0.00	0	3.00	1
55: Gate	35.00	14	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**40**	**100.00**	**26**

101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	7
44: Gate	23.00	9	23.00	5
46: Gate	39.00	14	39.00	8
53: Gate	0.00	0	3.00	1
55: Gate	35.00	13	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**37**	**100.00**	**21**

	Zone 41: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0

	Zone 42: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0

47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	97.00	19
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	97.00	17	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**18**	**100.00**	**20**

47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	77.00	1
44: Gate	23.00	0	23.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	0.00	0
55: Gate	77.00	2	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**2**	**100.00**	**1**

Zone / Gate	Zone 45: Commercial			
	To Commercial:		From Commercial:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	74.00	26
44: Gate	23.00	7	23.00	8
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	74.00	24	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0

Zone / Gate	Zone 47: Commercial			
	To Commercial:		From Commercial:	
	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	58.00	26
44: Gate	0.00	0	0.00	0
46: Gate	39.00	16	39.00	17
53: Gate	0.00	0	3.00	1
55: Gate	58.00	23	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0

66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**32**	**100.00**	**35**

66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**40**	**100.00**	**44**

	Zone 48: Office			
	To Office:		From Office:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0

	Zone 49: Apartment			
	To Apartment:		From Apartment:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0

97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	0	0.00	0
39: Gate	0.00	0	35.00	10
44: Gate	23.00	1	23.00	7
46: Gate	39.00	2	39.00	11
53: Gate	0.00	0	3.00	1
55: Gate	35.00	2	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**5**	**100.00**	**29**

97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	9
44: Gate	23.00	9	23.00	6
46: Gate	39.00	16	39.00	10
53: Gate	0.00	0	3.00	1
55: Gate	35.00	14	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**40**	**100.00**	**26**

	Zone 50: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0

	Zone 51: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0

13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0	77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0	38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	35.00	12	39: Gate	0.00	0	35.00	12
44: Gate	23.00	7	23.00	8	44: Gate	23.00	7	23.00	8
46: Gate	39.00	12	39.00	13	46: Gate	39.00	12	39.00	13
53: Gate	0.00	0	3.00	1	53: Gate	0.00	0	3.00	1
55: Gate	35.00	11	0.00	0	55: Gate	35.00	11	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0	57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0	66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0	67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0	68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0	69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0	70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0	72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0	73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0	74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0	75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0	87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0	88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0	89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0	90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0	91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0	92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0	93: Gate	0.00	0	0.00	0

94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**34**

94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**31**	**100.00**	**34**

	Zone 76: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	8
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	33.00	14	0.00	0
56: Gate	0.00	0	10.00	2
57: Gate	10.00	4	0.00	0
58: Gate	0.00	0	20.00	5
59: Gate	20.00	8	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0

	Zone 77: Single Familly			
	To Single Familly:		From Single Familly:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	6	0.00	0
39: Gate	0.00	0	33.00	37
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	3
55: Gate	33.00	62	0.00	0
56: Gate	0.00	0	10.00	11
57: Gate	10.00	19	0.00	0
58: Gate	0.00	0	20.00	22
59: Gate	20.00	38	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0

62: Gate	0.00	0	24.00	6
63: Gate	24.00	10	0.00	0
64: Gate	0.00	0	5.00	1
65: Gate	5.00	2	0.00	0
66: Gate	0.00	0	3.00	1
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	0
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**41**	**100.00**	**24**

62: Gate	0.00	0	24.00	27
63: Gate	24.00	45	0.00	0
64: Gate	0.00	0	5.00	6
65: Gate	5.00	9	0.00	0
66: Gate	0.00	0	3.00	3
67: Gate	3.00	6	0.00	0
68: Gate	0.00	0	2.00	2
69: Gate	2.00	4	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**189**	**100.00**	**111**

	Zone 78: Active Adult			
	To Active Adult:		From Active Adult:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0

	Zone 79: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0

84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	5	0.00	0
39: Gate	0.00	0	33.00	38
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	4
55: Gate	33.00	60	0.00	0
56: Gate	0.00	0	10.00	12
57: Gate	10.00	18	0.00	0
58: Gate	0.00	0	20.00	23
59: Gate	20.00	37	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	28
63: Gate	24.00	44	0.00	0
64: Gate	0.00	0	5.00	6
65: Gate	5.00	9	0.00	0
66: Gate	0.00	0	3.00	4
67: Gate	3.00	5	0.00	0
68: Gate	0.00	0	2.00	2
69: Gate	2.00	4	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**182**	**100.00**	**117**

84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	2	0.00	0
39: Gate	0.00	0	33.00	16
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	33.00	27	0.00	0
56: Gate	0.00	0	10.00	5
57: Gate	10.00	8	0.00	0
58: Gate	0.00	0	20.00	10
59: Gate	20.00	16	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	12
63: Gate	24.00	19	0.00	0
64: Gate	0.00	0	5.00	2
65: Gate	5.00	4	0.00	0
66: Gate	0.00	0	3.00	1
67: Gate	3.00	2	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	2	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**80**	**100.00**	**48**

	Zone 80: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0

	Zone 81: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0

9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	2	0.00	0
39: Gate	0.00	0	33.00	10
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	33.00	19	0.00	0
56: Gate	0.00	0	10.00	3
57: Gate	10.00	6	0.00	0
58: Gate	0.00	0	20.00	7
59: Gate	20.00	11	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	8
63: Gate	24.00	14	0.00	0
64: Gate	0.00	0	5.00	2
65: Gate	5.00	3	0.00	0
66: Gate	0.00	0	3.00	1
67: Gate	3.00	2	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0

9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	3	0.00	0
39: Gate	0.00	0	33.00	17
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	2
55: Gate	33.00	30	0.00	0
56: Gate	0.00	0	10.00	5
57: Gate	10.00	9	0.00	0
58: Gate	0.00	0	20.00	11
59: Gate	20.00	18	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	13
63: Gate	24.00	22	0.00	0
64: Gate	0.00	0	5.00	3
65: Gate	5.00	5	0.00	0
66: Gate	0.00	0	3.00	2
67: Gate	3.00	3	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	2	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0

90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**58**	**100.00**	**33**

90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**92**	**100.00**	**54**

	Zone 82: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	8
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	33.00	15	0.00	0
56: Gate	0.00	0	10.00	3
57: Gate	10.00	5	0.00	0

	Zone 83: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	4	0.00	0
39: Gate	0.00	0	33.00	24
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	2
55: Gate	33.00	41	0.00	0
56: Gate	0.00	0	10.00	7
57: Gate	10.00	13	0.00	0

58: Gate	0.00	0	20.00	5
59: Gate	20.00	9	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	6
63: Gate	24.00	11	0.00	0
64: Gate	0.00	0	5.00	1
65: Gate	5.00	2	0.00	0
66: Gate	0.00	0	3.00	1
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**45**	**100.00**	**26**

58: Gate	0.00	0	20.00	15
59: Gate	20.00	25	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	18
63: Gate	24.00	30	0.00	0
64: Gate	0.00	0	5.00	4
65: Gate	5.00	6	0.00	0
66: Gate	0.00	0	3.00	2
67: Gate	3.00	4	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	3	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**126**	**100.00**	**73**

	Zone 84: Single Family			
	To Single Family:		From Single Family:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0

	Zone 85: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0

79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	9	0.00	0
39: Gate	0.00	0	33.00	56
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	5
55: Gate	33.00	95	0.00	0
56: Gate	0.00	0	10.00	17
57: Gate	10.00	29	0.00	0
58: Gate	0.00	0	20.00	34
59: Gate	20.00	58	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	41
63: Gate	24.00	69	0.00	0
64: Gate	0.00	0	5.00	8
65: Gate	5.00	14	0.00	0
66: Gate	0.00	0	3.00	5
67: Gate	3.00	9	0.00	0
68: Gate	0.00	0	2.00	3
69: Gate	2.00	6	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**289**	**100.00**	**169**

79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	97.00	19
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	97.00	18	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**19**	**100.00**	**20**

	Zone 86: High School			
	To High School:		From High School:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

	Zone 96: Commercial			
	To Commercial:		From Commercial:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0

5: Single Family	0.00	0	0.00	0	5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0	6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0	7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0	8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0	9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0	10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0	11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0	12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0	13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0	14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0	41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0	42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0	45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0	47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0	48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0	49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0	50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0	51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0	76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0	77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0	78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0	79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0	80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0	81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0	82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0	83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0	84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0	85: Commercial	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0	86: High School	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0	97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0	98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0	99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0	100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0	101: Single Family	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0	38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	0.00	0	39: Gate	0.00	0	15.00	3
44: Gate	0.00	0	0.00	0	44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0	46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	0.00	0	53: Gate	0.00	0	0.00	0
55: Gate	0.00	0	0.00	0	55: Gate	15.00	7	0.00	0
56: Gate	0.00	0	0.00	0	56: Gate	0.00	0	5.00	3
57: Gate	0.00	0	0.00	0	57: Gate	5.00	2	0.00	0
58: Gate	0.00	0	0.00	0	58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0	59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0	60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0	61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0	62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0	63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0	64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0	65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	10.00	20	66: Gate	0.00	0	10.00	5
67: Gate	10.00	19	0.00	0	67: Gate	10.00	5	0.00	0
68: Gate	0.00	0	10.00	20	68: Gate	0.00	0	10.00	5
69: Gate	10.00	19	0.00	0	69: Gate	10.00	5	0.00	0
70: Gate	0.00	0	5.00	10	70: Gate	0.00	0	0.00	0
71: Gate	5.00	9	0.00	0	71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	15.00	31	72: Gate	0.00	0	10.00	5
73: Gate	15.00	28	0.00	0	73: Gate	10.00	5	0.00	0
74: Gate	0.00	0	15.00	33	74: Gate	0.00	0	5.00	3

75: Gate	15.00	28	0.00	0
87: Gate	5.00	9	5.00	10
88: Gate	5.00	9	5.00	10
89: Gate	0.00	0	0.00	0
90: Gate	5.00	9	5.00	10
91: Gate	5.00	9	5.00	10
92: Gate	5.00	9	5.00	10
93: Gate	5.00	9	5.00	10
94: Gate	5.00	9	5.00	10
95: Gate	5.00	9	5.00	10
103: Gate	5.00	9	5.00	10
Total	**100.00**	**184**	**100.00**	**204**

75: Gate	5.00	2	0.00	0
87: Gate	5.00	2	5.00	3
88: Gate	5.00	2	5.00	3
89: Gate	0.00	0	0.00	0
90: Gate	5.00	2	5.00	3
91: Gate	5.00	2	5.00	3
92: Gate	5.00	2	5.00	3
93: Gate	5.00	2	5.00	3
94: Gate	5.00	2	5.00	3
95: Gate	5.00	2	5.00	3
103: Gate	5.00	2	5.00	3
Total	**100.00**	**44**	**100.00**	**51**

	Zone 97: Commercial			
	To Commercial:		**From Commercial:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	1.00	1	0.00	0
39: Gate	0.00	0	6.00	6
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0

	Zone 99: Elementary School			
	To Elementary School:		**From Elementary School:**	
Zone / Gate	**Share %**	**Trips**	**Share %**	**Trips**
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	0.00	0	0.00	0
39: Gate	0.00	0	0.00	0
44: Gate	0.00	0	0.00	0

53: Gate	0.00	0	1.00	1
55: Gate	6.00	6	0.00	0
56: Gate	0.00	0	1.00	1
57: Gate	1.00	1	0.00	0
58: Gate	0.00	0	41.00	43
59: Gate	41.00	39	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	11.00	11
63: Gate	11.00	10	0.00	0
64: Gate	0.00	0	15.00	15
65: Gate	15.00	14	0.00	0
66: Gate	0.00	0	9.00	9
67: Gate	9.00	8	0.00	0
68: Gate	0.00	0	6.00	6
69: Gate	6.00	6	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	5.00	5
73: Gate	5.00	5	0.00	0
74: Gate	0.00	0	5.00	5
75: Gate	5.00	5	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**95**	**100.00**	**102**

46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	0.00	0
55: Gate	0.00	0	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	15.00	2	15.00	2
88: Gate	10.00	2	10.00	2
89: Gate	0.00	0	0.00	0
90: Gate	15.00	2	15.00	2
91: Gate	5.00	1	5.00	1
92: Gate	15.00	2	15.00	2
93: Gate	15.00	2	15.00	2
94: Gate	5.00	1	5.00	1
95: Gate	15.00	2	15.00	3
103: Gate	5.00	1	5.00	1
Total	**100.00**	**15**	**100.00**	**16**

	Zone 100: Military Housing			
	To Military Housing:		From Military Housing:	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0

	Zone 101: Single Family			
	To Single Family :		From Single Family :	
Zone / Gate	Share %	Trips	Share %	Trips
1: Regional Park and Single Family	0.00	0	0.00	0
2: Single Family	0.00	0	0.00	0
3: Single Family	0.00	0	0.00	0
4: Single Family	0.00	0	0.00	0
5: Single Family	0.00	0	0.00	0
6: Zone	0.00	0	0.00	0
7: Single Family	0.00	0	0.00	0
8: Single Family	0.00	0	0.00	0
9: Single Family	0.00	0	0.00	0
10: Single Family	0.00	0	0.00	0
11: Single Family	0.00	0	0.00	0
12: Single Family	0.00	0	0.00	0
13: Apartment	0.00	0	0.00	0
14: Single Family	0.00	0	0.00	0
41: Commercial	0.00	0	0.00	0
42: Single Family	0.00	0	0.00	0
45: Commercial	0.00	0	0.00	0
47: Commercial	0.00	0	0.00	0
48: Office	0.00	0	0.00	0
49: Apartment	0.00	0	0.00	0

49: Apartment	0.00	0	0.00	0
50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
101: Single Family	0.00	0	0.00	0
38: Gate	70.00	1221	0.00	0
39: Gate	0.00	0	30.00	377
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	70.00	879
55: Gate	30.00	523	0.00	0
56: Gate	0.00	0	0.00	0
57: Gate	0.00	0	0.00	0
58: Gate	0.00	0	0.00	0
59: Gate	0.00	0	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	0.00	0
63: Gate	0.00	0	0.00	0
64: Gate	0.00	0	0.00	0
65: Gate	0.00	0	0.00	0
66: Gate	0.00	0	0.00	0
67: Gate	0.00	0	0.00	0
68: Gate	0.00	0	0.00	0
69: Gate	0.00	0	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**1744**	**100.00**	**1256**

50: Commercial	0.00	0	0.00	0
51: Commercial	0.00	0	0.00	0
76: Single Family	0.00	0	0.00	0
77: Single Familly	0.00	0	0.00	0
78: Active Adult	0.00	0	0.00	0
79: Single Family	0.00	0	0.00	0
80: Single Family	0.00	0	0.00	0
81: Single Family	0.00	0	0.00	0
82: Single Family	0.00	0	0.00	0
83: Single Family	0.00	0	0.00	0
84: Single Family	0.00	0	0.00	0
85: Commercial	0.00	0	0.00	0
86: High School	0.00	0	0.00	0
96: Commercial	0.00	0	0.00	0
97: Commercial	0.00	0	0.00	0
98: Multi Family	0.00	0	0.00	0
99: Elementary School	0.00	0	0.00	0
100: Military Housing	0.00	0	0.00	0
38: Gate	3.00	1	0.00	0
39: Gate	0.00	0	33.00	8
44: Gate	0.00	0	0.00	0
46: Gate	0.00	0	0.00	0
53: Gate	0.00	0	3.00	1
55: Gate	33.00	16	0.00	0
56: Gate	0.00	0	10.00	3
57: Gate	10.00	5	0.00	0
58: Gate	0.00	0	20.00	6
59: Gate	20.00	10	0.00	0
60: Gate	0.00	0	0.00	0
61: Gate	0.00	0	0.00	0
62: Gate	0.00	0	24.00	7
63: Gate	24.00	12	0.00	0
64: Gate	0.00	0	5.00	1
65: Gate	5.00	2	0.00	0
66: Gate	0.00	0	3.00	1
67: Gate	3.00	1	0.00	0
68: Gate	0.00	0	2.00	1
69: Gate	2.00	1	0.00	0
70: Gate	0.00	0	0.00	0
71: Gate	0.00	0	0.00	0
72: Gate	0.00	0	0.00	0
73: Gate	0.00	0	0.00	0
74: Gate	0.00	0	0.00	0
75: Gate	0.00	0	0.00	0
87: Gate	0.00	0	0.00	0
88: Gate	0.00	0	0.00	0
89: Gate	0.00	0	0.00	0
90: Gate	0.00	0	0.00	0
91: Gate	0.00	0	0.00	0
92: Gate	0.00	0	0.00	0
93: Gate	0.00	0	0.00	0
94: Gate	0.00	0	0.00	0
95: Gate	0.00	0	0.00	0
103: Gate	0.00	0	0.00	0
Total	**100.00**	**48**	**100.00**	**28**

Intersection Level Of Service Report
Intersection 101: Log Cabin Way and Woodside-Shea/O'Hare Road

Control Type:	Roundabout	Delay (sec / veh):	9.8
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Log Cabin Way				Log Cabin Way			O'Hare Road			Woodside-Shea		
Approach	Northeastbound				Southwestbound			Northwestbound			Southeastbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				No			No			No		

Volumes

Name	Log Cabin Way				Log Cabin Way			O'Hare Road			Woodside-Shea		
Base Volume Input [veh/h]	0	0	47	0	0	15	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	26	0	0	28	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	127	623	314	20	426	9	196	31	18	6	20	82
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	127	696	314	20	469	9	196	31	18	6	20	82
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	32	174	79	5	117	2	49	8	5	2	5	21
Total Analysis Volume [veh/h]	9	127	696	314	20	469	9	196	31	18	6	20	82
Pedestrian Volume [ped/h]	0				0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1				1			2			2		
Circulating Flow Rate [veh/h]	47				370			855			708		
Exiting Flow Rate [veh/h]	771				734			361			170		
Demand Flow Rate [veh/h]	9	127	696	314	20	469	9	196	31	18	6	20	82
Adjusted Demand Flow Rate [veh/h]	9	127	696	314	20	469	9	196	31	18	6	20	82

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1130.00	1130.00	1130.00	1130.00	1130.00	1130.00	1130.00
B (coefficient)	0.00100	0.00100	0.00100	0.00100	0.00070	0.00075	0.00070
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	550	620	239	270	250	7	105
Capacity of Entry and Bypass Lanes [veh/h]	1079	1079	781	781	622	665	689
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1058	1058	766	766	610	652	675
X, volume / capacity	0.51	0.57	0.31	0.35	0.40	0.01	0.15

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	A	B	A	A
95th-Percentile Queue Length [veh]	2.98	3.80	1.30	1.54	1.94	0.03	0.53
95th-Percentile Queue Length [ft]	74.49	94.89	32.43	38.56	48.42	0.70	13.25
Approach Delay [s/veh]	10.14		8.61		11.84	6.96	
Approach LOS	B		A		B	A	
Intersection Delay [s/veh]	9.80						
Intersection LOS	A						

Vistro File: J:\...\181210_Sunstone_working_3400 Units.vistro
Scenario 11 PM Buildout w 30% GT_181125
Report File: J:\...\8_181214_PM Buildout + 30pctGT_101.pdf
12/14/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northeastbound				Southwestbound			Northwestbound			Southeastbound			Total Volume
			U-T	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
101	Log Cabin Way and Woodside-Shea/O'Hare Road	Final Base	0	0	47	0	0	15	0	0	0	0	0	0	0	62
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	26	0	0	28	0	0	0	0	0	0	0	54
		Net New Trips	9	127	623	314	20	426	9	196	31	18	6	20	82	1881
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**9**	**127**	**696**	**314**	**20**	**469**	**9**	**196**	**31**	**18**	**6**	**20**	**82**	**1997**

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst: PJV
Agency/Co.: SHG, a Westwood Team
Date Performed: 12/10/18
Analysis Time Period: AM Peak
Intersection: Log Cabin and O'Hare
Jurisdiction: CLV
Units: U. S. Customary
Analysis Year: 2030 with Background
Project ID:
East/West Street:
North/South Street:

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	60	126	115	52	378	4	359	15	107	9	30	123
U-Turn Vol	3			0			0			0		
% Thrus Left Lane		21			12							

	Eastbound			Westbound			Northbound			Southbound		
	Left		Right	BP	Left		Right	BP	Left		Right	BP	Left		Right	BP
Lane Assn.	LT	LTR			LT	LTR			LTR				LT	R		
RT Bypass			0				0				0				0	
PHF	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
%HV	5	5	5		5	5	5		5	5	5		5	5	5	
NumPeds	0				0				0				0			
U-Turn PHF	0.92				1.00				1.00				1.00			
U-Turn %HV	5				5				5				5			
Flow Rate	68	144	131		59	431	5		410	17	122		10	34	140	
No. Lanes	0	2	0		0	2	0		0	1	0		0	1	1	
Cnfl. Lanes	1				1				2				2			

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound		Westbound		Northbound		Southbound	
Crit. Hdwy	5.1929	5.1929	5.1929		5.1929	5.1929	5.1929	
Flup. Hdwy	3.1858	3.1858	3.1858		3.1858	3.1858	3.1858	

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	103	498	225	903
Exit. Flow	276	984	90	224

Capacity and Level of Service

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	161	182		233	262		549			44	140	
Entry Cap.	1019	1019		687	687		965			574	601	
Volume (vph)	153	173		222	250		523			42	133	
Cap. (vph)	970	970		654	654		919			547	572	

v/c Ratio	0.16	0.18	0.34	0.38	0.57	0.08	0.23	
Critical Lane		*		*	*		*	
Lane Delay	5.2	5.4	10.0	10.8	11.8	7.5	9.4	
Lane LOS	A	A	B	B	B	A	A	
95 % Queue	0.6	0.6	1.5	1.8	3.7	0.2	0.9	
Approach:								
Delay		5.31		10.41	11.80		8.92	
LOS		A		B	B		A	
Intersection Delay		9.61			Intersection LOS		A	

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst: PJV
Agency/Co.: SHG, a Westwood Team
Date Performed: 12/10/2018
Analysis Time Period: PM Peak
Intersection: Log Cabin and O'Hare
Jurisdiction: CLV
Units: U. S. Customary
Analysis Year: 2030 with Background
Project ID:
East/West Street: Log Cabin Way
North/South Street: O'Hare

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	127	351	314	20	220	9	196	31	18	6	20	82
U-Turn Vol	9			0			0			0		
% Thrus Left Lane		17			8							

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LT	LTR		LT	LTR		LTR			LT	R	
RT Bypass			0			0			0			0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
%HV	5	5	5	5	5	5	5	5	5	5	5	5
NumPeds	0			0			0			0		
U-Turn PHF	0.92			1.00			1.00			1.00		
U-Turn %HV	5			5			5			5		
Flow Rate	145	401	358	23	251	10	224	35	21	7	23	94
No. Lanes	0	2	0	0	2	0	0	1	0	0	1	1
Cnfl. Lanes	1			1			2			2		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound		Westbound		Northbound		Southbound	
Crit. Hdwy	5.1929	5.1929	5.1929		5.1929	5.1929	5.1929	
Flup. Hdwy	3.1858	3.1858	3.1858		3.1858	3.1858	3.1858	

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	53	414	563	508
Exit. Flow	429	579	190	404

Capacity and Level of Service

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	425	479		133	151		280			30	94	
Entry Cap.	1072	1072		747	747		762			772	792	
Volume (vph)	405	456		127	144		267			29	90	
Cap. (vph)	1021	1021		711	711		726			735	754	

v/c Ratio	0.40	0.45		0.18	0.20		0.37		0.04	0.12	
Critical Lane		*			*			*			*
Lane Delay	7.8	8.6		7.0	7.4		9.6		5.3	6.0	
Lane LOS	A	A		A	A		A		A	A	
95 % Queue	1.9	2.3		0.6	0.8		1.7		0.1	0.4	
Approach:											
Delay		8.21			7.21			9.65			5.83
LOS		A			A			A			A
Intersection Delay		8.10				Intersection LOS		A			

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst: PJV
Agency/Co.: SHG, a Westwood Team
Date Performed: 12/10/2018
Analysis Time Period: AM Peak
Intersection: Log Cabin and O'Hare
Jurisdiction: CLV
Units: U. S. Customary
Analysis Year: 2030 with Background+GT
Project ID:
East/West Street: Log Cabin Way
North/South Street: O'Hare

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	60	254	115	52	788	4	359	15	107	9	30	123
U-Turn Vol	3			0			0			0		
% Thrus Left Lane		15			6							

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LT	LTR		LT	LTR		LTR			LT	R	
RT Bypass			0			0			0			0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
%HV	5	5	5	5	5	5	5	5	5	5	5	5
NumPeds	0			0			0			0		
U-Turn PHF	0.92			1.00			1.00			1.00		
U-Turn %HV	5			5			5			5		
Flow Rate	68	290	131	59	899	5	410	17	122	10	34	140
No. Lanes	0	2	0	0	2	0	0	1	0	0	1	1
Cnfl. Lanes	1			1			2			2		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound		Westbound		Northbound		Southbound	
Crit. Hdwy	5.1929	5.1929	5.1929		5.1929	5.1929	5.1929	
Flup. Hdwy	3.1858	3.1858	3.1858		3.1858	3.1858	3.1858	

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	103	498	371	1371
Exit. Flow	422	1452	90	224

Capacity and Level of Service

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	230	259		453	510		549			44	140	
Entry Cap.	1019	1019		687	687		872			404	433	
Volume (vph)	219	247		431	486		523			42	133	
Cap. (vph)	970	970		654	654		830			385	412	

v/c Ratio	0.23	0.25	0.66	0.74	0.63	0.11	0.32	
Critical Lane		*		*	*		*	
Lane Delay	5.9	6.2	18.8	23.4	14.6	11.0	14.5	
Lane LOS	A	A	C	C	B	B	B	
95 % Queue	0.9	1.0	4.9	6.6	4.6	0.4	1.4	
Approach:								
Delay		6.09		21.23	14.57		13.65	
LOS		A		C	B		B	

Intersection Delay 15.53 Intersection LOS C

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst: PJV
Agency/Co.: SHG, a Westwood Team
Date Performed: 12/10/2018
Analysis Time Period: PM Peak
Intersection: Log Cabin and O'Hare
Jurisdiction: CLV
Units: U. S. Customary
Analysis Year: 2030 with Background+GT
Project ID:
East/West Street: Log Cabin Way
North/South Street: O'Hare

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	127	696	314	20	469	9	196	31	18	6	20	82
U-Turn Vol	9			0			0			0		
% Thrus Left Lane		12			4							

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LT	LTR		LT	LTR		LTR			LT	R	
RT Bypass			0			0			0			0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
%HV	5	5	5	5	5	5	5	5	5	5	5	5
NumPeds	0			0			0			0		
U-Turn PHF	0.92			1.00			1.00			1.00		
U-Turn %HV	5			5			5			5		
Flow Rate	145	794	358	23	535	10	224	35	21	7	23	94
No. Lanes	0	2	0	0	2	0	0	1	0	0	1	1
Cnfl. Lanes	1			1			2			2		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound		Westbound		Northbound		Southbound	
Crit. Hdwy	5.1929	5.1929	5.1929		5.1929	5.1929	5.1929	
Flup. Hdwy	3.1858	3.1858	3.1858		3.1858	3.1858	3.1858	

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	53	414	956	792
Exit. Flow	822	863	190	404

Capacity and Level of Service

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	610	687		267	301		280			30	94	
Entry Cap.	1072	1072		747	747		579			624	649	
Volume (vph)	581	654		254	287		267			29	90	
Cap. (vph)	1021	1021		711	711		551			594	618	

v/c Ratio	0.57	0.64	0.36	0.40		0.48	0.05	0.14
Critical Lane		*		*		*		*
Lane Delay	10.9	12.8	9.6	10.5		14.9	6.6	7.5
Lane LOS	B	B	A	B		B	A	A
95 % Queue	3.7	4.8	1.6	2.0		2.6	0.2	0.5
Approach:								
Delay		11.91		10.08		14.93		7.31
LOS		B		B		B		A
Intersection Delay		11.57			Intersection LOS		B	

APPENDIX I

MILITARY TRIP GENERATION

Military Housing Trip Generation Study

STUDY RESULTS FOUND THAT MILITARY HOUSEHOLD TRIP GENERATION RATES WERE LOWER THAN CONVENTIONAL HOUSEHOLDS. SUPPORTING EVIDENCE WILL BE PRESENTED.

BY MARK E. PETERSON AND FRANK E. OWSIANY

THIS ARTICLE DOCUMENTS THE results of a trip generation study of off-base military housing facilities in the San Diego Region (Calif., USA). The study was undertaken to provide data and information on the number of daily and peak hour vehicular trips attracted to or produced by military housing units. These data will be used to assist military planners in locating future housing facilities in the San Diego Region. Information was developed based on studies of vehicle counts entering and exiting military housing sites and derivation of trip rates related to specific military housing site characteristics and residential trip making parameters.

Three military housing sites in the San Diego Region provided the basis for the study, including the following:

- *Howard Gilmore Terrace,* located in La Mesa, approximately 15 miles east of the 32nd Street Naval Station, which is a major work center for naval personnel. The quarters are townhouse style, situated on 38.5 acres, consisting of 244 junior enlisted units (154 two-bedroom units and 90 three-bedroom units). At the time of the study, 229 of the 244 units (93.9 percent) were occupied.
- *Terrace View Villas,* located in east San Diego, approximately six miles northeast of the 32nd Street Naval Station. The quarters are apartment style dwellings situated on 17.2 acres, consisting of 236 junior enlisted units (64 one-bedroom units and 172 two-bedroom units). At the time of the study, 216 of the 236 units (91.5 percent) were occupied.
- *Pomerado Terrace,* located in north central San Diego County, approximately 15 miles from the 32nd Street Naval Station and two miles from the Miramar Naval Air Station. The quarters are both townhouse and apartment style dwellings situated on 51.9 acres, consisting of 120 senior enlisted units (72 two-bedroom units and 48 three-bedroom units). At the time of the study, 109 of the 120 units (90.8 percent) were occupied.

Each of the military housing sites was chosen based upon representativeness of housing facilities, regional location and clarity of access, including location of entrance/exit driveways.

OVERVIEW OF METHODOLOGY

To insure validity and acceptability of results, the study was undertaken using data collection and analysis guidelines established by the San Diego Association of Governments (SANDAG), the local Metropolitan Planning Organization (MPO).[1] Key steps in the study process included the following:

1. Completion of seven-day traffic counts at entry/exit roadways serving the study sites. The results of these counts were compiled to determine the number of vehicles entering and exiting the military housing sites by 15-minute intervals. Average daily (weekday and weekend) and peak hour (a.m. and p.m.) traffic summaries were developed for each site. Vehicle occupancy counts also were conducted at each facility.
2. Collection of site characteristics and residential parameters that have been shown to affect trip generation, including the following:
   - Number of housing units;
   - Number of occupied housing units;
   - Average number of residents per unit;
   - Number of residents deployed; and
   - Average number of drivers per unit.
3. Deriv ation of trip generation rates, including the number of daily and peak hour trips per dwelling unit.

Traffic counts were conducted at each of the military housing sites during June

and July 1996. Site characteristics and residential parameters were provided by personnel from Commander, Naval Base San Diego and the Public Works Center, San Diego.

TRIP GENERATION STUDY RESULTS

Site Characteristics and Residential Parameters

Site characteristics and residential parameters for each military housing facility were obtained from the Naval Facilities Engineering Command, Southwest Division, and included the total number of dwelling units (DUs), number of occupied units and residents per unit. A list of resident military personnel by duty station was used to identify personnel on extended deployment to the Western Pacific (WESTPAC) during the time frame of the study. The number of residents per occupied dwelling units were adjusted to accurately reflect those present during the time frame of the study.

The number of residents of driving age were identified by assuming all military persons and their spouses were of driving age and identification of dependent drivers via review of birth date data. Table 1 summarizes the site characteristics and residential parameter data for each military housing facility.

Traffic Data

Traffic data for each military housing facility were collected for a period of one week with automatic counters, for the purpose of quantifying the vehicular traffic entering and exiting each site by 15-minute intervals. Average daily and a.m./p.m. peak hour traffic summaries were developed for each site, with sepa-

Table 1. Site characteristics and residential parameters.

	Howard Gilmore Terrace (City of La Mesa)	Terrace View Villas (City of S.D.)	Pomerado Terrace (City of S.D.)	Average	Range
Dwelling Units (DU)	244	236	120	200.0	120 – 244
Acres (Gross)	38.5	17.2	51.9	35.9	17.9 – 51.9
Dwelling Units per Acre	6.3	13.7	2.3	7.5	2.3 – 13.7
Dwelling Units Occupied	229	216	109	184.7	109 – 229
% Dwelling Units Occupied	93.9%	91.5%	90.8%	92.3%	90.8% – 93.9%
Residents	771	597	371	580	371 – 771
Residents Deployed When Traffic Counts Taken	10	14	4	9	4 – 14
Residents per Occupied DU	3.3	2.7	3.4	3.1	2.7 – 3.4
Residents of Driving Age	468	435	235	379	235 – 468
% Residents of Driving Age	60.7%	72.9%	63.3%	65.4%	60.7% – 72.9%
Driving Age Residents per Occupied DU	2.0	2.0	2.2	2.1	2.0 – 2.2

Source: BRW Inc.; Aug. 5, 1996

Table 2. Traffic data.

	Howard Gilmore Terrace (City of La Mesa)	Terrace View Villas (City of S.D.)	Pomerado Terrace (City of S.D.)	Average	Range
Average Weekday Traffic (AWDT)	1405	1104	906	1138	906 – 1405
Saturday Traffic	1249	990	783	1007	783 – 1249
Sunday Traffic	1072	987	688	916	688 – 1072
Average Weekday a.m. Peak Hour	5:00 – 6:00	6:00 – 7:00	5:00 – 6:00	—	—
Average Weekday a.m. Peak Hour Volume	102	80	56	79	56 – 102
(% in/out)	(30.3%/69.7%)	(31.4%/68.6%)	(16.0%/84.0%)	(25.9%/74.1%)	
a.m. Peak Hour % of AWDT	7.3%	7.2%	6.2%	7.0%	6.2% – 7.3%
Average Weekday p.m. Peak Hour	3:00 – 4:00	4:00 – 5:00	2:00 – 3:00	—	—
Average Weekday p.m. Peak Hour Volume	116	93	75	95	75 – 116
(% in/out)	(58.5%/41.5%)	(64.0%/36.0%)	(60.8%/39.2%)	(61.6%/38.9%)	
p.m. Peak Hour % of AWDT	8.3%	8.4%	8.3%	8.3%	8.3% – 8.4%
Average Vehicle Occupancy	1.5	1.4	1.5	1.5	1.4 – 1.5
Trolley Trips (6:00 a.m.–8:00 p.m.)	26	N/A	N/A	N/A	N/A
(% in/out)	(61.5%/38.5%)				

Source: BRW Inc.; Aug. 5, 1996

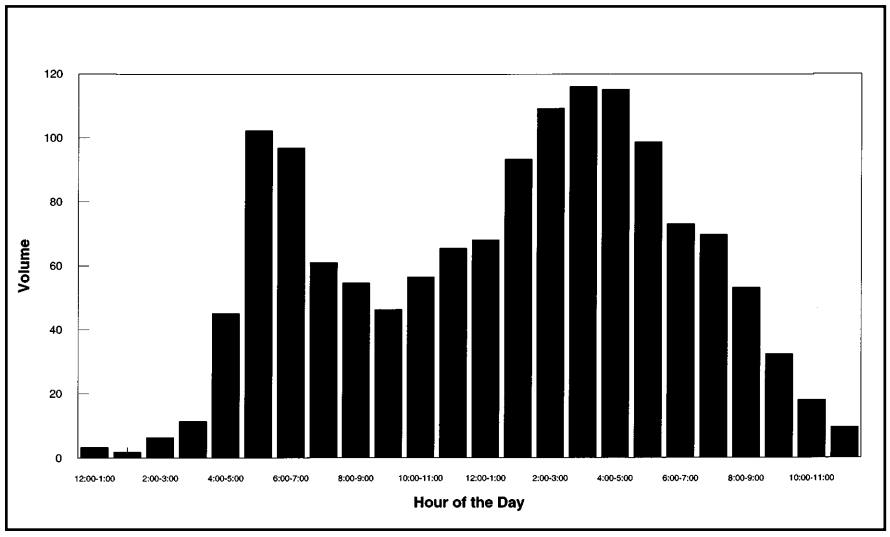


Figure 1. Average (exiting/ entering) weekday volume by hour (Howard Gilmore Terrace).

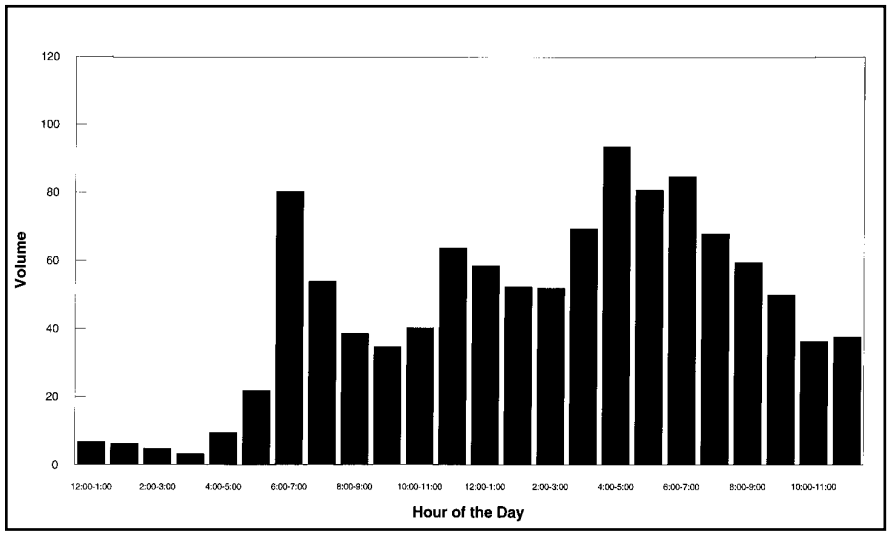


Figure 2. Average (exiting/ entering) weekday volume by hour (Terrace View Villas).

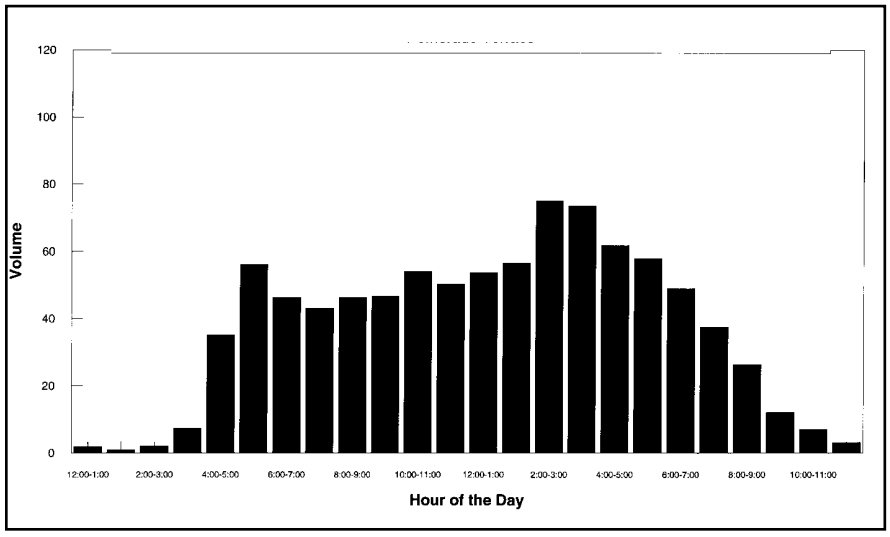


Figure 3. Average (exiting/ entering) weekday volume by hour (Pomerado Terrace).

rate weekday and weekend totals also developed.

Because of the close proximity of one of the military housing facilities (Howard Gilmore Terrace) to a San Diego Trolley light rail transit station, there was concern that the site may be atypical due to a higher proportion of transit utilization compared with other military housing sites in the San Diego Region. For the purpose of verifying transit usage at this site, a manual count of transit trips was obtained through personal interviews of pedestrians accessing the trolley platform.

Table 2 summarizes the traffic data for each facility. Figures 1, 2 and 3 graphically display the average hourly distribution of trips entering and exiting each of the military housing sites.

Trip Generation Rates

Military housing trip generation rates were calculated using the site characteristics, residential parameters and traffic data. Weekday and weekend trip rates for each facility were calculated by dividing the average weekday or weekend traffic volumes entering and exiting the sites by the number of occupied dwelling units. Trip rates (a.m./p.m.) were calculated for each facility by dividing the highest, one-hour, peak hour volume by the number of occupied dwelling units. A weighted average trip rate also was calculated reflecting an average for all the facilities.

Table 3 summarizes the trip generation rates for the individual military housing sites, as well as a representative average rate for all the sites surveyed.

SUMMARY OF KEY OBSERVATIONS

Based upon review of the resulting military housing trip generation rates, a number of key observations are presented to summarize the study results.

- Trip generation rates were found to vary by dwelling unit density, as well as by suburban or urban location.
- Dwelling units per acre for the surveyed military housing sites ranged from 2.3 to 13.7, and resulting trip rates ranged from 5.1 to 8.3 trips per dwelling unit, with an average trip rate of 6.2 for all three sites. The compara-

ble residential trip generation rate from SANDAG is eight trips per dwelling unit for condominiums (or any multi-family less than 20 units/acre).

- Of the three sites surveyed, Pomerado Terrace resulted in the highest trip generation rate. Pomerado Terrace also has the highest number of both residents and drivers per occupied dwelling unit. The lower density and more suburban location of Pomerado Terrace, compared with the other surveyed military housing sites, also were determined to have a causal relationship with the higher trip rates as well.
- Peak hour trip rates are 0.5 trips per dwelling unit for the a.m. peak hour and 0.6 trips per dwelling unit for the p.m. peak hour.
- All three military housing sites were found to exhibit peak hour trip generation earlier than the generally accepted conventional peak travel periods on regional roadways. In the San Diego Region the typical peak hour traffic hours are from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. Military housing traffic peaks were found to be earlier, from 5 a.m. to 7 a.m. and 3 p.m. to 5 p.m. Military housing peak hour trip generation is consistent with the shifts normally worked by naval personnel, which begin and end earlier than the typical civilian workday.
- The number of San Diego Trolley trips at Howard Gilmore Terrace was found to be rather low, in spite of its close proximity to a trolley station. Trolley trips at the site (26) translated to an approximate 1.2 percent transit mode split for the site, similar to the San Diego regional average.

CONCLUSIONS

Given the unique characteristics of military work schedules coupled with their extended deployment rates and relocation practices, military household trip generation rates were found to be lower than conventional households. Study results will assist planners and transportation engineers in determining potential traffic impacts associated with military housing facilities. Data within this study ultimately will be used to appropriately address these impacts to support military housing needs in the future. n

Reference

1. San Diego Association of Governments and CALTRANS, District 11. *San Diego Traffic Generators.* San Diego, Calif., USA. Published by San Diego Association of Governments, January 1990 (with updates).



MARK E. PETERSON, *AICP, specializes in travel demand assessments and modeling for both highway and transit modes. He currently manages BRW Inc.'s transportation planning practice in Southern California. Prior to joining BRW, he directed travel forecasting activities for the Pima Association of Governments in Tucson, Ariz., USA. He is a Member of ITE.*



FRANK E. OWSIANY *is a Project Engineer for Earth Tech Inc. in San Diego, Calif., USA. He has over 10 years of diverse experience in civil engineering, including design of highway and railroad alignments. He received his B.S. in civil engineering from San Diego State University.*

Table 3. Trip generation rates.

	Howard Gilmore Terrace (City of La Mesa)	Terrace View Villas (City of S.D.)	Pomerado Terrace (City of S.D.)	Weighted Average	Range
Weekday Trips per Occupied DU	6.1	5.1	8.3	6.2	5.1 – 8.3
Weekend Trips per Occupied DU (Saturday/Sunday)	5.5/4.7	4.6/4.6	7.2/6.3	5.5	4.6 – 7.2
a.m. Peak Hour per Occupied DU	0.5	0.4	0.5	0.5	0.4 – 0.5
(% in/out)	(25.4%/74.6%)	(31.8%/68.2%)	(16.1%/83.9%)		
p.m. Peak Hour per Occupied DU	0.6	0.5	0.8	0.6	0.5 – 0.8
(% in/out)	(55.5%/44.5%)	(51.3%/48.7%)	(64.4%/35.6%)		

Source: BRW Inc.; Aug. 5, 1996

SURROUNDING AREA BACKGROUND TRIP GENERATION CALCULATIONS (ITE 10TH Edition)
NO INTERNAL CAPTURE - TOTAL TRIPS

REF	ID	LAND USE	UNITS	COMM SF	ITE CODE	DAILY EXTERNAL TOTAL	DAILY EXTERNAL IN	DAILY EXTERNAL OUT	AM EXTERNAL TOTAL	AM EXTERNAL IN	AM EXTERNAL OUT	PM EXTERNAL TOTAL	PM EXTERNAL IN	PM EXTERNAL OUT
	Golden Triangle Development													
1		MILITARY HOUSING	5,000		NA	**31,000**	15,500	15,500	**2,500**	598	1,902	**3,000**	1,744	1,256
			5,000			**31,000**	**15,500**	**15,500**	**2,500**	**598**	**1,902**	**3,000**	**1,744**	**1,256**
Distribution of trips					70%	21,700	10,850	10,850	1,750	418	1,332	2,100	1,221	879
					30%	9,300	4,650	4,650	750	179	571	900	523	377

	Peak Hour Rate	In	Out	Weighted Average Peak Hour Rate	Weighted Average In	Weighted Average Out
AM	**0.5**	**0.254**	**0.746**	**0.5**	**0.239**	**0.761**
	0.4	**0.318**	**0.682**			
	0.5	**0.161**	**0.839**			
PM	**0.6**	**0.555**	**0.445**	**0.6**	**0.581**	**0.419**
	0.5	**0.513**	**0.487**			
	0.8	**0.644**	**0.356**			

APPENDIX J

RODEL ROUNDABOUT LEVEL OF SERVICE REPORTS

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Shea AA	0	0	25.00	2	25.00	2	100.00	100.00	32.00
2	Log Cabin	90	0	26.00	2	26.00	2	150.00	150.00	32.00
3	Shea AA	180	0	18.00	1	18.00	1	100.00	100.00	32.00
4	Log Cabin	270	0	26.00	2	26.00	2	150.00	150.00	32.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Shea AA	200.00	32.00	2	22.00	1	20.00	1
2	Log Cabin	200.00	16.00	1	26.00	2	26.00	2
3	Shea AA	200.00	32.00	2	17.70	1	17.70	1
4	Log Cabin	200.00	16.00	1	26.00	2	26.00	2

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Shea AA	0	1.000	0	1.000	20.00	3734	0	20.00	2987	0
2	Log Cabin	0	1.000	0	1.000	20.00	3883	0	26.00	3883	0
3	Shea AA	0	1.000	0	1.000	20.00	2688	0	17.70	2644	0
4	Log Cabin	0	1.000	0	1.000	20.00	3883	0	26.00	3883	0

Traffic Flow Data (veh/hr)

2020 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Shea AA	0	9	30	123	0	5.0	1.00
2	Log Cabin	3	60	126	115	0	5.0	1.00
3	Shea AA	0	359	15	107	0	5.0	1.00
4	Log Cabin	0	52	378	4	0	5.0	1.00

2020 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Shea AA	0.750	1.125	0.750	0	30	60
2	Log Cabin	0.750	1.125	0.750	0	30	60
3	Shea AA	0.750	1.125	0.750	0	30	60
4	Log Cabin	0.750	1.125	0.750	0	30	60

Operational Results

2020 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Shea AA	None	162		792		79	1427		0.1135	
2	Log Cabin	None	304		91		863	1951		0.1558	
3	Shea AA	None	481		198		197	871		0.5520	
4	Log Cabin	None	434		437		242	1638		0.2650	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Shea AA	None	3.55		3.55	0.50		A		A
2	Log Cabin	None	3.30		3.30	0.85		A		A
3	Shea AA	None	8.43		8.43	3.69		A		A
4	Log Cabin	None	3.20		3.20	1.23		A		A

2020 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Shea AA	None	183		893		89	1364		0.1340	
2	Log Cabin	None	343		103		973	1941		0.1766	
3	Shea AA	None	542		223		222	863		0.6284	
4	Log Cabin	None	489		492		273	1588		0.3082	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Shea AA	None	3.69		3.69	0.50		A		A
2	Log Cabin	None	3.34		3.34	0.85		A		A
3	Shea AA	None	9.24		9.24	3.69		A		A
4	Log Cabin	None	3.37		3.37	1.23		A		A

Approach Flow Profile

2020 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Shea AA	Log Cabin	Shea AA	Log Cabin
0.0 - 7.5	16.85	31.61	50.02	45.13
7.5 - 15.0	19.61	36.81	58.23	52.54
15.0 - 22.5	21.71	40.73	64.45	58.15
22.5 - 30.0	22.83	42.85	67.80	61.17
30.0 - 37.5	22.83	42.85	67.80	61.17
37.5 - 45.0	21.71	40.73	64.45	58.15
45.0 - 52.5	19.61	36.81	58.23	52.54
52.5 - 60.0	16.85	31.61	50.02	45.13
Peak 15 min	22.83	42.85	67.80	61.17
Peak 60 min	20.25	38.00	60.13	54.25

Exit Flow Profile

2020 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Shea AA	Log Cabin	Shea AA	Log Cabin
0.0 - 7.5	8.21	89.68	20.48	25.15
7.5 - 15.0	9.56	104.34	23.84	29.26
15.0 - 22.5	10.58	115.50	26.38	32.39
22.5 - 30.0	11.13	121.55	27.76	34.09
30.0 - 37.5	11.13	121.63	27.77	34.11
37.5 - 45.0	10.59	115.69	26.40	32.44
45.0 - 52.5	9.57	104.63	23.86	29.34
52.5 - 60.0	8.22	89.90	20.50	25.21
0-60	79	863	197	242
%Trucks	5.00	5.00	5.00	5.00

Global Results

Performance and Accidents

2020 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1381		1381
Capacity	veh/hr	5888		5888
Average Delay	sec/veh	5.08		5.08
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	1.95		1.95

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Shea AA	0	0	25.00	2	25.00	2	100.00	100.00	32.00
2	Log Cabin	90	0	26.00	2	26.00	2	150.00	150.00	32.00
3	Shea AA	180	0	18.00	1	18.00	1	100.00	100.00	32.00
4	Log Cabin	270	0	26.00	2	26.00	2	150.00	150.00	32.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Shea AA	200.00	32.00	2	22.00	1	20.00	1
2	Log Cabin	200.00	16.00	1	26.00	2	26.00	2
3	Shea AA	200.00	32.00	2	17.70	1	17.70	1
4	Log Cabin	200.00	16.00	1	26.00	2	26.00	2

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Shea AA	0	1.000	0	1.000	20.00	3734	0	20.00	2987	0
2	Log Cabin	0	1.000	0	1.000	20.00	3883	0	26.00	3883	0
3	Shea AA	0	1.000	0	1.000	20.00	2688	0	17.70	2644	0
4	Log Cabin	0	1.000	0	1.000	20.00	3883	0	26.00	3883	0

Traffic Flow Data (veh/hr)

2020 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Shea AA	0	6	20	82	0	5.0	1.00
2	Log Cabin	9	127	351	314	0	5.0	1.00
3	Shea AA	0	196	31	18	0	5.0	1.00
4	Log Cabin	0	20	220	9	0	5.0	1.00

2020 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Shea AA	0.750	1.125	0.750	0	30	60
2	Log Cabin	0.750	1.125	0.750	0	30	60
3	Shea AA	0.750	1.125	0.750	0	30	60
4	Log Cabin	0.750	1.125	0.750	0	30	60

Operational Results

2020 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Shea AA	None	108		445		167	1646		0.0656	
2	Log Cabin	None	801		46		507	1992		0.4021	
3	Shea AA	None	245		493		354	775		0.3162	
4	Log Cabin	None	249		363		375	1705		0.1460	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Shea AA	None	2.92		2.92	0.27		A		A
2	Log Cabin	None	4.59		4.59	3.17		A		A
3	Shea AA	None	6.35		6.35	1.38		A		A
4	Log Cabin	None	2.54		2.54	0.55		A		A

2020 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Shea AA	None	122		502		188	1611		0.0756	
2	Log Cabin	None	903		52		572	1987		0.4546	
3	Shea AA	None	276		556		399	754		0.3663	
4	Log Cabin	None	281		409		423	1663		0.1688	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Shea AA	None	2.96		2.96	0.27		A		A
2	Log Cabin	None	4.82		4.82	3.17		A		A
3	Shea AA	None	6.71		6.71	1.38		A		A
4	Log Cabin	None	2.61		2.61	0.55		A		A

Approach Flow Profile

2020 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Shea AA	Log Cabin	Shea AA	Log Cabin
0.0 - 7.5	11.23	83.30	25.48	25.89
7.5 - 15.0	13.08	96.98	29.66	30.15
15.0 - 22.5	14.47	107.32	32.83	33.36
22.5 - 30.0	15.22	112.90	34.53	35.10
30.0 - 37.5	15.22	112.90	34.53	35.10
37.5 - 45.0	14.47	107.32	32.83	33.36
45.0 - 52.5	13.08	96.98	29.66	30.15
52.5 - 60.0	11.23	83.30	25.48	25.89
Peak 15 min	15.22	112.90	34.53	35.10
Peak 60 min	13.50	100.12	30.62	31.12

Exit Flow Profile

2020 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Shea AA	Log Cabin	Shea AA	Log Cabin
0.0 - 7.5	17.36	52.70	36.79	38.97
7.5 - 15.0	20.20	61.33	42.82	45.35
15.0 - 22.5	22.36	67.88	47.39	50.20
22.5 - 30.0	23.53	71.43	49.87	52.83
30.0 - 37.5	23.54	71.46	49.90	52.85
37.5 - 45.0	22.38	67.95	47.45	50.26
45.0 - 52.5	20.24	61.43	42.90	45.44
52.5 - 60.0	17.39	52.78	36.86	39.05
0-60	167	507	354	375
%Trucks	5.00	5.00	5.00	5.00

Global Results

Performance and Accidents

2020 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1403		1403
Capacity	veh/hr	6118		6118
Average Delay	sec/veh	4.41		4.41
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	1.72		1.72

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Shea AA	0	0	25.00	2	25.00	2	100.00	100.00	32.00
2	Log Cabin	90	0	26.00	2	26.00	2	150.00	150.00	32.00
3	Shea AA	180	0	18.00	1	18.00	1	100.00	100.00	32.00
4	Log Cabin	270	0	26.00	2	26.00	2	150.00	150.00	32.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Shea AA	200.00	32.00	2	22.00	1	20.00	1
2	Log Cabin	200.00	16.00	1	26.00	2	26.00	2
3	Shea AA	200.00	32.00	2	17.70	1	17.70	1
4	Log Cabin	200.00	16.00	1	26.00	2	26.00	2

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Shea AA	0	1.000	0	1.000	20.00	3734	0	20.00	2987	0
2	Log Cabin	0	1.000	0	1.000	20.00	3883	0	26.00	3883	0
3	Shea AA	0	1.000	0	1.000	20.00	2688	0	17.70	2644	0
4	Log Cabin	0	1.000	0	1.000	20.00	3883	0	26.00	3883	0

Traffic Flow Data (veh/hr)

2020 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Shea AA	0	9	30	123	0	5.0	1.00
2	Log Cabin	3	60	1226	115	0	5.0	1.00
3	Shea AA	0	359	15	107	0	5.0	1.00
4	Log Cabin	0	52	1478	4	0	5.0	1.00

2020 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Shea AA	0.750	1.125	0.750	0	30	60
2	Log Cabin	0.750	1.125	0.750	0	30	60
3	Shea AA	0.750	1.125	0.750	0	30	60
4	Log Cabin	0.750	1.125	0.750	0	30	60

Operational Results

2020 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Shea AA	None	162		1875		79	744		0.2178	
2	Log Cabin	None	1404		91		1946	1952		0.7194	
3	Shea AA	None	481		1298		197	511		0.9409	
4	Log Cabin	None	1534		431		1340	1644		0.9333	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Shea AA	None	7.88		7.88	1.19		A		A
2	Log Cabin	None	6.48		6.48	8.71		A		A
3	Shea AA	None	104.04		104.04	56.93		F		F
4	Log Cabin	None	28.22		28.22	46.71		D		D

2020 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Shea AA	None	183		1988		86	673		0.2716	
2	Log Cabin	None	1583		100		2071	1943		0.8147	
3	Shea AA	None	542		1461		219	458		1.1848	
4	Log Cabin	None	1730		427		1492	1647		1.0502	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Shea AA	None	8.64		8.64	1.19		A		A
2	Log Cabin	None	7.73		7.73	8.71		A		A
3	Shea AA	None	119.70		119.70	52.46		F		F
4	Log Cabin	None	36.88		36.88	46.71		E		E

Approach Flow Profile

2020 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Shea AA	Log Cabin	Shea AA	Log Cabin
0.0 - 7.5	16.85	146.01	50.02	159.52
7.5 - 15.0	19.61	169.98	58.23	185.72
15.0 - 22.5	21.71	188.12	64.45	205.53
22.5 - 30.0	22.83	197.90	67.80	216.22
30.0 - 37.5	22.83	197.90	67.80	216.22
37.5 - 45.0	21.71	188.12	64.45	205.53
45.0 - 52.5	19.61	169.98	58.23	185.72
52.5 - 60.0	16.85	146.01	50.02	159.52
Peak 15 min	22.83	197.90	67.80	216.22
Peak 60 min	20.25	175.50	60.13	191.75

Exit Flow Profile

2020 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Shea AA	Log Cabin	Shea AA	Log Cabin
0.0 - 7.5	8.19	203.11	20.44	139.23
7.5 - 15.0	9.46	233.45	23.69	161.41
15.0 - 22.5	10.37	253.36	26.11	177.88
22.5 - 30.0	10.75	258.82	27.35	186.25
30.0 - 37.5	10.77	258.82	27.41	186.70
37.5 - 45.0	10.46	258.46	26.39	179.20
45.0 - 52.5	9.86	256.00	24.40	164.88
52.5 - 60.0	8.84	224.44	20.80	144.35
0-60	79	1946	197	1340
%Trucks	5.00	5.00	5.00	5.00

Global Results

Performance and Accidents

2020 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	3581		3581
Capacity	veh/hr	4850		4850
Average Delay	sec/veh	28.96		28.96
L.O.S. (Signal)	A – F	C		C
L.O.S. (Unsig)	A – F	D		D
Total Delay	veh.hrs	28.81		28.81

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Shea AA	0	0	25.00	2	25.00	2	100.00	100.00	32.00
2	Log Cabin	90	0	26.00	2	26.00	2	150.00	150.00	32.00
3	Shea AA	180	0	18.00	1	18.00	1	100.00	100.00	32.00
4	Log Cabin	270	0	26.00	2	26.00	2	150.00	150.00	32.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Shea AA	200.00	32.00	2	22.00	1	20.00	1
2	Log Cabin	200.00	16.00	1	26.00	2	26.00	2
3	Shea AA	200.00	32.00	2	17.70	1	17.70	1
4	Log Cabin	200.00	16.00	1	26.00	2	26.00	2

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Shea AA	0	1.000	0	1.000	20.00	3734	0	20.00	2987	0
2	Log Cabin	0	1.000	0	1.000	20.00	3883	0	26.00	3883	0
3	Shea AA	0	1.000	0	1.000	20.00	2688	0	17.70	2644	0
4	Log Cabin	0	1.000	0	1.000	20.00	3883	0	26.00	3883	0

Traffic Flow Data (veh/hr)

2020 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Shea AA	0	6	20	82	0	5.0	1.00
2	Log Cabin	9	127	1501	314	0	5.0	1.00
3	Shea AA	0	196	31	18	0	5.0	1.00
4	Log Cabin	0	20	1380	9	0	5.0	1.00

2020 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Shea AA	0.750	1.125	0.750	0	30	60
2	Log Cabin	0.750	1.125	0.750	0	30	60
3	Shea AA	0.750	1.125	0.750	0	30	60
4	Log Cabin	0.750	1.125	0.750	0	30	60

Operational Results

2020 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Shea AA	None	108		1604		164	915		0.1181	
2	Log Cabin	None	1951		46		1666	1992		0.9794	
3	Shea AA	None	245		1610		348	409		0.5991	
4	Log Cabin	None	1409		360		1495	1708		0.8251	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Shea AA	None	5.70		5.70	0.59		A		A
2	Log Cabin	None	50.17		50.17	109.50		F		F
3	Shea AA	None	20.77		20.77	4.91		C		C
4	Log Cabin	None	11.64		11.64	17.52		B		B

2020 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Shea AA	None	122		1796		174	794		0.1534	
2	Log Cabin	None	2200		52		1866	1987		1.1073	
3	Shea AA	None	276		1674		365	388		0.7120	
4	Log Cabin	None	1589		393		1556	1678		0.9471	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Shea AA	None	6.34		6.34	0.59		A		A
2	Log Cabin	None	59.91		59.91	103.46		F		F
3	Shea AA	None	23.99		23.99	4.91		C		C
4	Log Cabin	None	15.49		15.49	17.52		C		C

Approach Flow Profile

2020 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Shea AA	Log Cabin	Shea AA	Log Cabin
0.0 - 7.5	11.23	202.89	25.48	146.53
7.5 - 15.0	13.08	236.21	29.66	170.59
15.0 - 22.5	14.47	261.41	32.83	188.79
22.5 - 30.0	15.22	275.00	34.53	198.60
30.0 - 37.5	15.22	275.00	34.53	198.60
37.5 - 45.0	14.47	261.41	32.83	188.79
45.0 - 52.5	13.08	236.21	29.66	170.59
52.5 - 60.0	11.23	202.89	25.48	146.53
Peak 15 min	15.22	275.00	34.53	198.60
Peak 60 min	13.50	243.88	30.62	176.12

Global Results

Performance and Accidents

2020 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	3713		3713
Capacity	veh/hr	5023		5023
Average Delay	sec/veh	32.31		32.31
L.O.S. (Signal)	A – F	C		C
L.O.S. (Unsig)	A – F	D		D
Total Delay	veh.hrs	33.33		33.33

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Shea AA	0	0	25.00	2	25.00	2	100.00	100.00	32.00
2	Log Cabin	90	0	26.00	2	26.00	2	150.00	150.00	32.00
3	Shea AA	180	0	18.00	1	18.00	1	100.00	100.00	32.00
4	Log Cabin	270	0	26.00	2	26.00	2	150.00	150.00	32.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Shea AA	200.00	32.00	2	22.00	1	20.00	1
2	Log Cabin	200.00	16.00	1	26.00	2	26.00	2
3	Shea AA	200.00	32.00	2	17.70	1	17.70	1
4	Log Cabin	200.00	16.00	1	26.00	2	26.00	2

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Shea AA	0	1.000	0	1.000	20.00	3734	0	20.00	2987	0
2	Log Cabin	0	1.000	0	1.000	20.00	3883	0	26.00	3883	0
3	Shea AA	0	1.000	0	1.000	20.00	2688	0	17.70	2644	0
4	Log Cabin	0	1.000	0	1.000	20.00	3883	0	26.00	3883	0

Traffic Flow Data (veh/hr)

2020 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Shea AA	0	9	30	123	0	5.0	1.00
2	Log Cabin	3	60	254	115	0	5.0	1.00
3	Shea AA	0	359	15	107	0	5.0	1.00
4	Log Cabin	0	52	788	4	0	5.0	1.00

2020 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Shea AA	0.750	1.125	0.750	0	30	60
2	Log Cabin	0.750	1.125	0.750	0	30	60
3	Shea AA	0.750	1.125	0.750	0	30	60
4	Log Cabin	0.750	1.125	0.750	0	30	60

Operational Results

2020 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Shea AA	None	162		1202		79	1169		0.1386	
2	Log Cabin	None	432		91		1273	1951		0.2214	
3	Shea AA	None	481		326		197	830		0.5799	
4	Log Cabin	None	844		437		370	1638		0.5153	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Shea AA	None	4.50		4.50	0.67		A		A
2	Log Cabin	None	3.03		3.03	1.11		A		A
3	Shea AA	None	9.46		9.46	4.22		A		A
4	Log Cabin	None	4.51		4.51	3.55		A		A

2020 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Shea AA	None	183		1355		89	1072		0.1704	
2	Log Cabin	None	487		103		1435	1941		0.2510	
3	Shea AA	None	542		368		222	816		0.6648	
4	Log Cabin	None	952		492		417	1588		0.5994	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Shea AA	None	4.85		4.85	0.67		A		A
2	Log Cabin	None	3.09		3.09	1.11		A		A
3	Shea AA	None	10.57		10.57	4.22		B		B
4	Log Cabin	None	5.08		5.08	3.55		A		A

Approach Flow Profile

2020 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Shea AA	Log Cabin	Shea AA	Log Cabin
0.0 - 7.5	16.85	44.92	50.02	87.77
7.5 - 15.0	19.61	52.30	58.23	102.18
15.0 - 22.5	21.71	57.88	64.45	113.08
22.5 - 30.0	22.83	60.89	67.80	118.96
30.0 - 37.5	22.83	60.89	67.80	118.96
37.5 - 45.0	21.71	57.88	64.45	113.08
45.0 - 52.5	19.61	52.30	58.23	102.18
52.5 - 60.0	16.85	44.92	50.02	87.77
Peak 15 min	22.83	60.89	67.80	118.96
Peak 60 min	20.25	54.00	60.13	105.50

Exit Flow Profile

2020 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Shea AA	Log Cabin	Shea AA	Log Cabin
0.0 - 7.5	8.21	132.28	20.48	38.45
7.5 - 15.0	9.55	153.87	23.83	44.74
15.0 - 22.5	10.58	170.31	26.38	49.52
22.5 - 30.0	11.13	179.25	27.76	52.12
30.0 - 37.5	11.13	179.41	27.77	52.15
37.5 - 45.0	10.59	170.69	26.40	49.60
45.0 - 52.5	9.57	154.41	23.87	44.85
52.5 - 60.0	8.23	132.65	20.51	38.53
0-60	79	1273	197	370
%Trucks	5.00	5.00	5.00	5.00

Global Results

Performance and Accidents

2020 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1919		1919
Capacity	veh/hr	5587		5587
Average Delay	sec/veh	5.41		5.41
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	2.89		2.89

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Shea AA	0	0	25.00	2	25.00	2	100.00	100.00	32.00
2	Log Cabin	90	0	26.00	2	26.00	2	150.00	150.00	32.00
3	Shea AA	180	0	18.00	1	18.00	1	100.00	100.00	32.00
4	Log Cabin	270	0	26.00	2	26.00	2	150.00	150.00	32.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Shea AA	200.00	32.00	2	22.00	1	20.00	1
2	Log Cabin	200.00	16.00	1	26.00	2	26.00	2
3	Shea AA	200.00	32.00	2	17.70	1	17.70	1
4	Log Cabin	200.00	16.00	1	26.00	2	26.00	2

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Shea AA	0	1.000	0	1.000	20.00	3734	0	20.00	2987	0
2	Log Cabin	0	1.000	0	1.000	20.00	3883	0	26.00	3883	0
3	Shea AA	0	1.000	0	1.000	20.00	2688	0	17.70	2644	0
4	Log Cabin	0	1.000	0	1.000	20.00	3883	0	26.00	3883	0

Traffic Flow Data (veh/hr)

2020 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Shea AA	0	6	20	82	0	5.0	1.00
2	Log Cabin	9	127	696	314	0	5.0	1.00
3	Shea AA	0	196	31	18	0	5.0	1.00
4	Log Cabin	0	20	469	9	0	5.0	1.00

2020 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Shea AA	0.750	1.125	0.750	0	30	60
2	Log Cabin	0.750	1.125	0.750	0	30	60
3	Shea AA	0.750	1.125	0.750	0	30	60
4	Log Cabin	0.750	1.125	0.750	0	30	60

Operational Results

2020 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Shea AA	None	108		694		167	1489		0.0725	
2	Log Cabin	None	1146		46		756	1992		0.5753	
3	Shea AA	None	245		838		354	662		0.3702	
4	Log Cabin	None	498		363		720	1705		0.2921	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Shea AA	None	3.25		3.25	0.30		A		A
2	Log Cabin	None	5.35		5.35	5.47		A		A
3	Shea AA	None	8.13		8.13	1.84		A		A
4	Log Cabin	None	2.92		2.92	1.28		A		A

2020 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Shea AA	None	122		782		188	1433		0.0850	
2	Log Cabin	None	1292		52		852	1987		0.6504	
3	Shea AA	None	276		945		399	627		0.4407	
4	Log Cabin	None	562		409		812	1663		0.3376	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Shea AA	None	3.34		3.34	0.30		A		A
2	Log Cabin	None	5.90		5.90	5.47		A		A
3	Shea AA	None	8.91		8.91	1.84		A		A
4	Log Cabin	None	3.07		3.07	1.28		A		A

Approach Flow Profile

2020 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Shea AA	Log Cabin	Shea AA	Log Cabin
0.0 - 7.5	11.23	119.18	25.48	51.79
7.5 - 15.0	13.08	138.75	29.66	60.29
15.0 - 22.5	14.47	153.55	32.83	66.72
22.5 - 30.0	15.22	161.53	34.53	70.19
30.0 - 37.5	15.22	161.53	34.53	70.19
37.5 - 45.0	14.47	153.55	32.83	66.72
45.0 - 52.5	13.08	138.75	29.66	60.29
52.5 - 60.0	11.23	119.18	25.48	51.79
Peak 15 min	15.22	161.53	34.53	70.19
Peak 60 min	13.50	143.25	30.62	62.25

Exit Flow Profile

2020 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Shea AA	Log Cabin	Shea AA	Log Cabin
0.0 - 7.5	17.35	78.57	36.79	74.82
7.5 - 15.0	20.19	91.43	42.80	87.05
15.0 - 22.5	22.35	101.20	47.37	96.35
22.5 - 30.0	23.52	106.50	49.86	101.40
30.0 - 37.5	23.54	106.55	49.89	101.48
37.5 - 45.0	22.39	101.34	47.46	96.53
45.0 - 52.5	20.25	91.62	42.92	87.31
52.5 - 60.0	17.40	78.72	36.87	75.01
0-60	167	756	354	720
%Trucks	5.00	5.00	5.00	5.00

Global Results

Performance and Accidents

2020 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1997		1997
Capacity	veh/hr	5848		5848
Average Delay	sec/veh	4.97		4.97
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	2.76		2.76

APPENDIX K

GATED QUEUING ANALYSES

Parcel A - Visitors

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel A

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 30 Seconds

N = 1 Service Channel
Q = 120 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
42 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
30% Percentage of Traffic at Gate

q = 13 vehicles per hour per lane **VISITORS**

p = 0.11 = q/NQ (where N=1) Qm = 0.11 **VISITORS**

M = Storage = {[ln 0.05 - ln (0.11)] / ln (0.11) -1} * 25 **VISITORS**

M = Storage = -17 ft **VISITORS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE CALLBOX**

City of Las Vegas

Parcel A - Residents

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel A

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 20 Seconds

N = 1 Service Channel
Q = 180 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
42 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
70% Percentage of Traffic at Gate

q = 29 vehicles per hour per lane **RESIDENTS**

p = 0.16 = q/NQ (where N=1) Qm = 0.16 **RESIDENTS**

M = Storage = {[ln 0.05 - ln (0.16)] / ln (0.16) -1} * 25 **RESIDENTS**

M = Storage = -9 ft **RESIDENTS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE GATE**

City of Las Vegas

Parcel C - Visitors

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel C

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 30 Seconds

N = 1 Service Channel
Q = 120 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
49 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
30% Percentage of Traffic at Gate

q = 15 vehicles per hour per lane **VISITORS**

p = 0.12 = q/NQ (where N=1) Qm = 0.12 **VISITORS**

M = Storage = {[ln 0.05 - ln (0.12)] / ln (0.12) -1} * 25 **VISITORS**

M = Storage = -14 ft **VISITORS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE CALLBOX**

City of Las Vegas

Parcel C - Residents

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel C

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 20 Seconds

N = 1 Service Channel
Q = 180 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
49 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
70% Percentage of Traffic at Gate

q = 34 vehicles per hour per lane **RESIDENTS**

p = 0.19 = q/NQ (where N=1) Qm = 0.19 **RESIDENTS**

M = Storage = {[ln 0.05 - ln (0.19)] / ln (0.19) -1} * 25 **RESIDENTS**

M = Storage = -5 ft **RESIDENTS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE GATE**

City of Las Vegas

Parcel D - Visitors

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel D

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 30 Seconds

N = 1 Service Channel
Q = 120 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
81 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
30% Percentage of Traffic at Gate

q = 24 vehicles per hour per lane **VISITORS**

p = 0.20 = q/NQ (where N=1) Qm = 0.20 **VISITORS**

M = Storage = {[ln 0.05 - ln (0.20)] / ln (0.20) -1} * 25 **VISITORS**

M = Storage = -3 ft **VISITORS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE CALLBOX**

City of Las Vegas

Parcel D - Residents

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel D

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 20 Seconds

N = 1 Service Channel
Q = 180 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
81 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
70% Percentage of Traffic at Gate

q = 57 vehicles per hour per lane **RESIDENTS**

p = 0.32 = q/NQ (where N=1) Qm = 0.32 **RESIDENTS**

M = Storage = {[ln 0.05 - ln (0.32)] / ln (0.32) -1} * 25 **RESIDENTS**

M = Storage = 15 ft **RESIDENTS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE GATE**

City of Las Vegas

Parcel E - Visitors

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel E

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 30 Seconds

N = 1 Service Channel
Q = 120 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
57 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
30% Percentage of Traffic at Gate

q = 17 vehicles per hour per lane **VISITORS**

p = 0.14 = q/NQ (where N=1) Qm = 0.14 **VISITORS**

M = Storage = {[ln 0.05 - ln (0.14)] / ln (0.14) -1} * 25 **VISITORS**

M = Storage = -12 ft **VISITORS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE CALLBOX**

City of Las Vegas

Parcel E - Residents

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel E

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 20 Seconds

N = 1 Service Channel
Q = 180 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
57 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
70% Percentage of Traffic at Gate

q = 40 vehicles per hour per lane **RESIDENTS**

p = 0.22 = q/NQ (where N=1) Qm = 0.22 **RESIDENTS**

M = Storage = {[ln 0.05 - ln (0.22)] / ln (0.22) -1} * 25 **RESIDENTS**

M = Storage = 0 ft **RESIDENTS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE GATE**

City of Las Vegas

Parcel F - Visitors

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel F

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 30 Seconds

N = 1 Service Channel
Q = 120 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
46 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
30% Percentage of Traffic at Gate

q = 14 vehicles per hour per lane **VISITORS**

p = 0.12 = q/NQ (where N=1) Qm = 0.12 **VISITORS**

M = Storage = {[ln 0.05 - ln (0.12)] / ln (0.12) -1} * 25 **VISITORS**

M = Storage = -15 ft **VISITORS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE CALLBOX**

City of Las Vegas

Parcel F - Residents

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel F

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 20 Seconds

N = 1 Service Channel
Q = 180 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
46 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
70% Percentage of Traffic at Gate

q = 32 vehicles per hour per lane **RESIDENTS**

p = 0.18 = q/NQ (where N=1) Qm = 0.18 **RESIDENTS**

M = Storage = {[ln 0.05 - ln (0.18)] / ln (0.18) -1} * 25 **RESIDENTS**

M = Storage = -6 ft **RESIDENTS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE GATE**

City of Las Vegas

Parcel G - Visitors

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel G

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 30 Seconds

N = 1 Service Channel
Q = 120 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
45 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
30% Percentage of Traffic at Gate

q = 14 vehicles per hour per lane **VISITORS**

p = 0.11 = q/NQ (where N=1) Qm = 0.11 **VISITORS**

M = Storage = {[ln 0.05 - ln (0.11)] / ln (0.11) -1} * 25 **VISITORS**

M = Storage = -16 ft **VISITORS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE CALLBOX**

City of Las Vegas

Parcel G - Residents

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel G

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 20 Seconds

N = 1 Service Channel
Q = 180 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
45 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
70% Percentage of Traffic at Gate

q = 32 vehicles per hour per lane **RESIDENTS**

p = 0.18 = q/NQ (where N=1) Qm = 0.18 **RESIDENTS**

M = Storage = {[ln 0.05 - ln (0.18)] / ln (0.18) -1} * 25 **RESIDENTS**

M = Storage = -7 ft **RESIDENTS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE GATE**

City of Las Vegas

Parcel H - Visitors

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel H

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 30 Seconds

N = 1 Service Channel
Q = 120 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
125 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
30% Percentage of Traffic at Gate

q = 38 vehicles per hour per lane **VISITORS**

p = 0.31 = q/NQ (where N=1) Qm = 0.31 **VISITORS**

M = Storage = {[ln 0.05 - ln (0.31)] / ln (0.31) -1} * 25 **VISITORS**

M = Storage = 14 ft **VISITORS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE CALLBOX**

City of Las Vegas

Parcel H - Residents

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel H

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 20 Seconds

N = 1 Service Channel
Q = 180 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
125 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
70% Percentage of Traffic at Gate

q = 88 vehicles per hour per lane **RESIDENTS**

p = 0.49 = q/NQ (where N=1) Qm = 0.49 **RESIDENTS**

M = Storage = {[ln 0.05 - ln (0.49)] / ln (0.49) -1} * 25 **RESIDENTS**

M = Storage = 54 ft **RESIDENTS**

SL = Desirable Storage Per Lane= **54** **ft** **TO THE GATE**

City of Las Vegas

Parcel I-J - Visitors

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel I-J

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 30 Seconds

N = 1 Service Channel
Q = 120 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
145 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
30% Percentage of Traffic at Gate

q = 44 vehicles per hour per lane **VISITORS**

p = 0.36 = q/NQ (where N=1) Qm = 0.36 **VISITORS**

M = Storage = {[ln 0.05 - ln (0.36)] / ln (0.36) -1} * 25 **VISITORS**

M = Storage = 24 ft **VISITORS**

SL = Desirable Storage Per Lane= **50** **ft** **TO THE CALLBOX**

City of Las Vegas

Parcel I-J - Residents

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Skye Canyon East Parcel I-J

Calculations By: PV Date: 12/14/2018 Project #: LEN1813-000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 20 Seconds

N = 1 Service Channel
Q = 180 Veh/Hr
P(x > M) = 5%
Length = 25 Ft (Average Vehicle Length)
145 Vehicles per hour from Trip Generation (PM Inbound)
2 Storage Lanes 1-Guest and 1-Residential (11-ft each)
70% Percentage of Traffic at Gate

q = 102 vehicles per hour per lane **RESIDENTS**

p = 0.56 = q/NQ (where N=1) Qm = 0.56 **RESIDENTS**

M = Storage = {[ln 0.05 - ln (0.56)] / ln (0.56) -1} * 25 **RESIDENTS**

M = Storage = 81 ft **RESIDENTS**

SL = Desirable Storage Per Lane= **81** **ft** **TO THE GATE**

City of Las Vegas

Master Traffic Study
Tuscany Village and Golf
Parcel 15

Henderson, Nevada

Project Number: CEN1601-001
August 2017

APN:
160-32-695-005

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Visitors are anticipated to comprise 22% of the entry traffic during the PM Peak Hour (4:45 PM to 5:45 PM) of a Friday. The remaining 78% of the entry traffic is comprised of residents, of which 84% are anticipated to access the main gate while 16% are anticipated to access the gated resident entry.

The time in queue was recorded for each resident and visitor that entered the Tuscany Village and Golf Master Planned Community. The service time is calculated by subtracting the time in queue of successive vehicles from the total time in queue. A summary of the average service times for residents and visitors for the AM and PM peak hours during an average weekday and during a Friday are listed in **Table 7** and in **Table 8** with the raw data provided in **Appendix D** and **Appendix E** and the summarized queue service time data in **Appendix G**.

Table 7 – Average Tuesday/Thursday Peak Hour Service Time

Vehicle Type	AM Peak Hour (8:00 AM – 9:00 AM) (seconds)	PM Peak Hour (5:00 PM – 6:00 PM) (seconds)
Main Guard-Gated Entry - Resident	9	7
Main Guard-Gated Entry - Visitor	58	50
Back Gated Entry - Resident	11	14

Table 8 – Average Friday Peak Hour Service Time

Vehicle Type	AM Peak Hour (11:00 AM – 12:00 NN) (seconds)	PM Peak Hour (5:00 PM – 6:00 PM) (seconds)
Main Guard-Gated Entry - Resident	7	6
Main Guard-Gated Entry - Visitor	35	36
Back Gated Entry - Resident	14	11

The AM and PM peak hour resident and visitor distribution at each gate summarized in **Tables 3, 4, 5** and **6** was applied to the trip generation in **Table 2** to estimate the distribution of Tuscany Village and Golf Parcel 15 trips. Summaries of the trip generation by vehicle type for the average Tuesday/Thursday and the Friday peak hour are provided in **Tables 9** and **10**. The AM ITE Trip Generation for the project was applied to the Friday AM time period of 11:00 AM – 12:00 NN because there is no mid-day trip generation rate for ITE Land Use Codes 210 and 230.

APPENDIX G

SUMMARIZED QUEUE SERVICE TIME DATA

Average AM Tuesday/Thursday Peak Hour Service Time (8:00 AM - 9:00 AM)		
Location	**Date**	**Average Service Time**
Main Gate - Res	7/11/2017	0:00:09
Main Gate - V1	7/11/2017	0:00:58
Main Gate - V2	7/11/2017	0:01:09
Main Gate - Res	7/13/2017	0:00:09
Main Gate - V1	7/13/2017	0:00:43
Main Gate - V2	7/13/2017	0:01:00
Back Gate - Res	7/13/2017	0:00:08
Back Gate - Res	7/18/2017	0:00:13
Average		**0:00:34**
Average - Resident		**0:00:10**
Average Main Gate - Resident		**0:00:09**
Average Back Gate - Resident		**0:00:11**
Average - Visitor		**0:00:58**
Average Main Gate - V1		**0:00:51**
Average Main Gate - V2		**0:01:05**

MAIN GATE

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Parcel B - Age Qualified - RESIDENT (PM Queue)

Calculations By: PJV Date: 12/14/2018 Project #: LEN1813.000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 9 Seconds

N = 1 Service Channel
Q = 400 Veh/Hr
P(x > M) = 1%
Length = 25 Ft (Average Vehicle Length)
132 Vehicles per hour from Trip Generation (PM Inbound)
1 Storage Lanes 1-Residential (12-ft each)

q = 132 vehicles per hour per lane **RESIDENTS**

p = 0.33 = q/NQ (where N=1) Qm = 0.33 **RESIDENTS**

M = Storage = {[ln .01 - ln (0.33)] / ln (0.33) -1} * 25 **RESIDENTS**

M = Storage = 54 ft **RESIDENTS**

SL = Desirable Storage Per Lane= **54** **ft** **TO THE GATE**

a Westwood team

MAIN GATE - LANES 1 and 2

GATED QUEUING ANALYSIS

Project Name: Parcel B - Age Qualified - VISITOR (PM Queue)

Calculations By: PJV Date: 12/14/2018 Project #: LEN1813.000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 58 Seconds

N = 2 Service Channels
Q = 62.07 Services/Hr
P(x > M) = 1%
Length = 25 Ft (Average Vehicle Length)
57 Vehicles per hour from Trip Generation (PM Inbound)
2 N Storage Lanes 2-Guest (12-ft each)

q = 57 vehicles per hour per lane **VISITORS**

p = 0.46 = q/NQ

Qm = 0.60 **VISITORS**
interpolated for N=2 from Table 8-11 of ITE Transportation and Land Dev_Chapter 8

M = Storage = {[ln .01 - ln (0.60)] / ln (0.46) -1} * 25 **VISITORS**

M = Storage = 107 ft **VISITORS**

SL = Desirable Storage Per Lane= **107** **ft** **TO THE GUARDHOUSE**

MAIN GATE

GATED QUEUING ANALYSIS

a Westwood team

Project Name: Shea - Age Qualified - RESIDENT (PM Queue)

Calculations By: PJV Date: 12/14/2018 Project #: LEN1813.000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 9 Seconds

N = 1 Service Channel
Q = 400 Veh/Hr
P(x > M) = 1%
Length = 25 Ft (Average Vehicle Length)
128 Vehicles per hour from Trip Generation (PM Inbound)
1 Storage Lanes 1-Residential (12-ft each)

q = 128 vehicles per hour per lane **RESIDENTS**

p = 0.32 = q/NQ (where N=1) Qm = 0.32 **RESIDENTS**

M = Storage = {[ln .01 - ln (0.32)] / ln (0.32) -1} * 25 **RESIDENTS**

M = Storage = 51 ft **RESIDENTS**

SL = Desirable Storage Per Lane= **51** **ft** **TO THE GATE**

a Westwood team

MAIN GATE - LANES 1 and 2

GATED QUEUING ANALYSIS

Project Name: Shea - Age Qualified - VISITOR (PM Queue)

Calculations By: PJV Date: 12/14/2018 Project #: LEN1813.000

ITE Transportation and Land Development, Chapter 8 - Drive-In Facilities

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1) x Average Length of Vehicle

M = Queue length (ft) exceeded p (%) of the time
N = Number of service channels (Lanes)
Q = Service rate per channel (Veh/Hr)
p = Demand Rate/Service Rate = q/NQ = Utilization Factor
q = Demand rate off the system (Veh/Hr)
Qm = Relationship between queue length, number of channels and utilization factor
Utilization Factor (if N = 1, Qm = p)
P(x > M) = Percentage of time Queue Length exceeded

Wait Time= 58 Seconds

N = 2 Service Channels
Q = 62.07 Services/Hr
P(x > M) = 1%
Length = 25 Ft (Average Vehicle Length)
55 Vehicles per hour from Trip Generation (PM Inbound)
2 N Storage Lanes 2-Guest (12-ft each)

q = 55 vehicles per hour per lane **VISITORS**

p = 0.44 = q/NQ

Qm = 0.60 **VISITORS**
interpolated for N=2 from Table 8-11 of ITE Transportation and Land Dev_Chapter 8

M = Storage = {[ln .01 - ln (0.60)] / ln (0.44) -1} * 25 **VISITORS**

M = Storage = 101 ft **VISITORS**

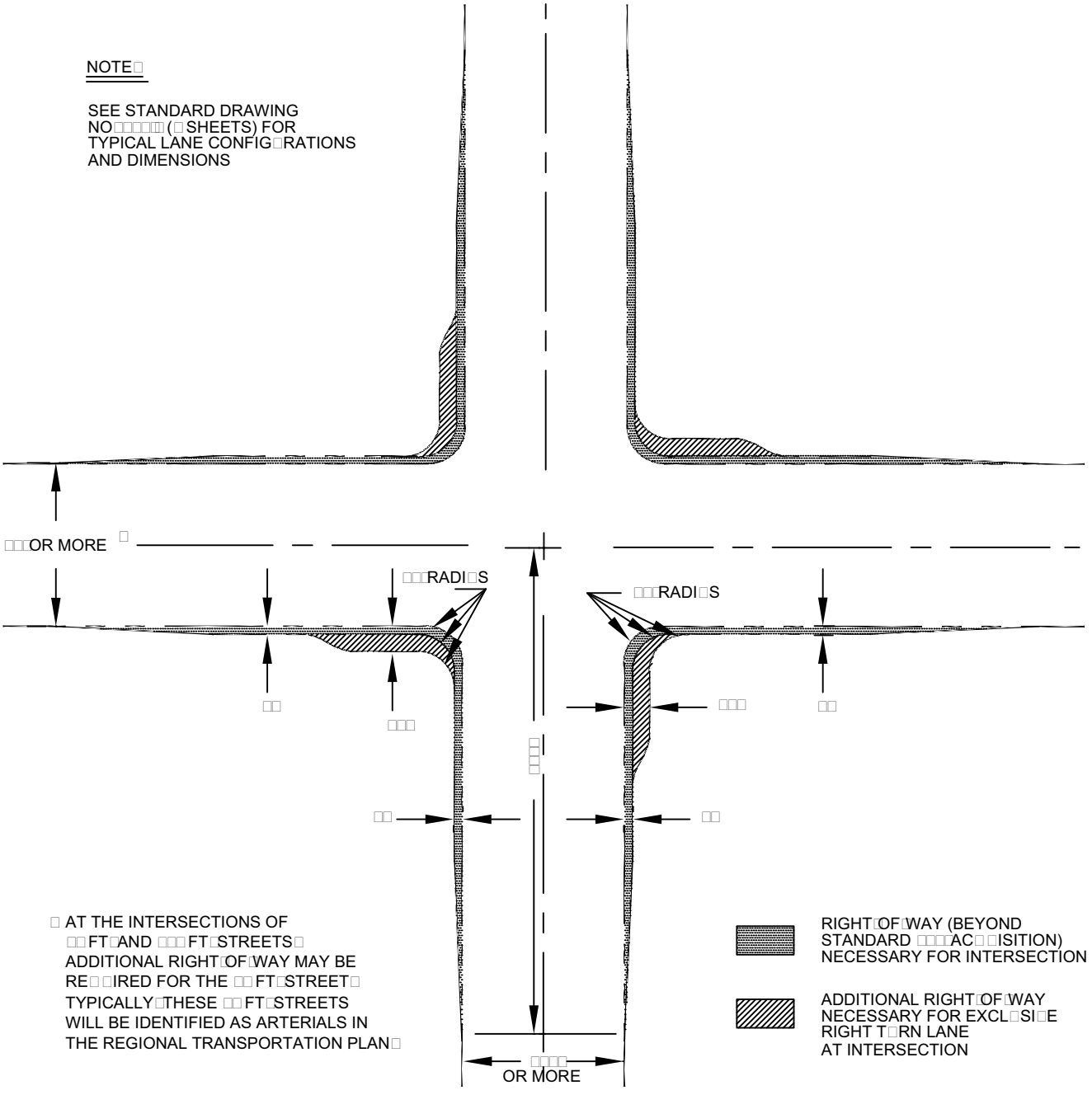
SL = Desirable Storage Per Lane= **101** **ft** **TO THE GUARDHOUSE**

APPENDIX L

UNIFORM STANDARD DRAWINGS (CLARK COUNTY AREA)

NOTE□

SEE STANDARD DRAWING NO□□□□□□ (□ SHEETS) FOR TYPICAL LANE CONFIG□RATIONS AND DIMENSIONS



□ AT THE INTERSECTIONS OF □□ FT□AND □□□ FT□STREETS□ ADDITIONAL RIGHT□OF□WAY MAY BE RE□ □IRED FOR THE □□ FT□STREET□ TYPICALLY□THESE □□ FT□STREETS WILL BE IDENTIFIED AS ARTERIALS IN THE REGIONAL TRANSPORTATION PLAN□

RIGHT□OF□WAY (BEYOND STANDARD □□□□AC□ □ISITION) NECESSARY FOR INTERSECTION

ADDITIONAL RIGHT□OF□WAY NECESSARY FOR EXCL□SI□E RIGHT T□RN LANE AT INTERSECTION

AGENCY APPRO□ED	B	C	H	L	M	N

SPECIFICATION REFERENCE	

□NIFORM STANDARD DRAWINGS
CLARK CO□NTY AREA

ADDITIONAL RIGHT□OF□WAY RE□ □IRED AT MAJOR INTERSECTIONS

DATE □□□□□□□□ | DWG□NO□ □□□□□□

SECTION A□A

NOTES□

□□ CONCRETE B□S PAD SHALL BE MONOLITHIC□ TRANS□ERSE WEAKENED PLANE JOINTS SHALL BE INSTALLED AT □□ INTER□ALS AND AS DETAILED IN STANDARD DRAWING NO □□□□ TYPE "C"□

□□ A MINIM□M OF ONE SET OF PA□EMENT MARKINGS CONTAINING THE "B□SES ONLY" SYMBOL SHALL BE PLACED IN THE T□RN□O□T AREA□ EXACT LOCATION TO BE DETERMINED BY THE ENGINEER□

□□ ADDITIONAL STORAGE AREA WILL BE RE□□IRED WHEN MORE THAN ONE B□S IS EXPECTED TO OCC□PY THE T□RN□O□T AT THE SAME TIME□

□□ ALTERNATE CONCRETE AND BASE THICKNESS MAY BE S□BSTIT□TED□B□T M□ST BE S□PPORTED BY ENGINEERING ANALYSIS AND APPRO□ED BY THE ENGINEER□

□□ T□RN□O□T S□RFACE SHALL BE TEXT□RED IN ACCORDANCE WITH □NIFORM STANDARD SPECIFICATION NO □□□□□□□□□□□□ FLOW LINE SHALL NOT BE TEXT□RED□B□T SHALL BE A TROWELED S□RFACE□

AGENCY APPRO□ED	B	C	H	L	M	N

SPECIFICATION REFERENCE	
□□□	AGGREGATE BASE
□□□	CONCRETE
□□□	CONCRETE STR□CT□RES
.	

□NIFORM STANDARD DRAWINGS
CLARK CO□NTY AREA

TYPICAL B□S T□RN□O□T

DATE □□□□□□□□ | DWG□NO□ □□□□□□

SECTION A□A

NOTES□

□□ CONCRETE B□S PAD SHALL BE MONOLITHIC□ TRANS□ERSE WEAKENED PLANE JOINTS SHALL BE INSTALLED AT □□ INTER□ALS AND AS DETAILED IN STANDARD DRAWING NO □□□□ TYPE "C"□

□□ A MINIM□M OF ONE SET OF PA□EMENT MARKINGS CONTAINING THE "B□SES ONLY" SYMBOL SHALL BE PLACED IN THE T□RN□O□T AREA□ EXACT LOCATION TO BE DETERMINED BY THE ENGINEER□

□□ ADDITIONAL STORAGE AREA WILL BE RE□□IRED WHEN MORE THAN ONE B□S IS EXPECTED TO OCC□PY THE T□RN□O□T AT THE SAME TIME□

□□ ALTERNATE CONCRETE AND BASE THICKNESS MAY BE S□BSTIT□TED□B□T M□ST BE S□PPORTED BY ENGINEERING ANALYSIS AND APPRO□ED BY THE ENGINEER□

□□ T□RN□O□T S□RFACE SHALL BE TEXT□RED IN ACCORDANCE WITH □NIFORM STANDARD SPECIFICATION NO □□□□□□□□□□□□ FLOW LINE SHALL NOT BE TEXT□RED□B□T SHALL BE A TROWELED S□RFACE□

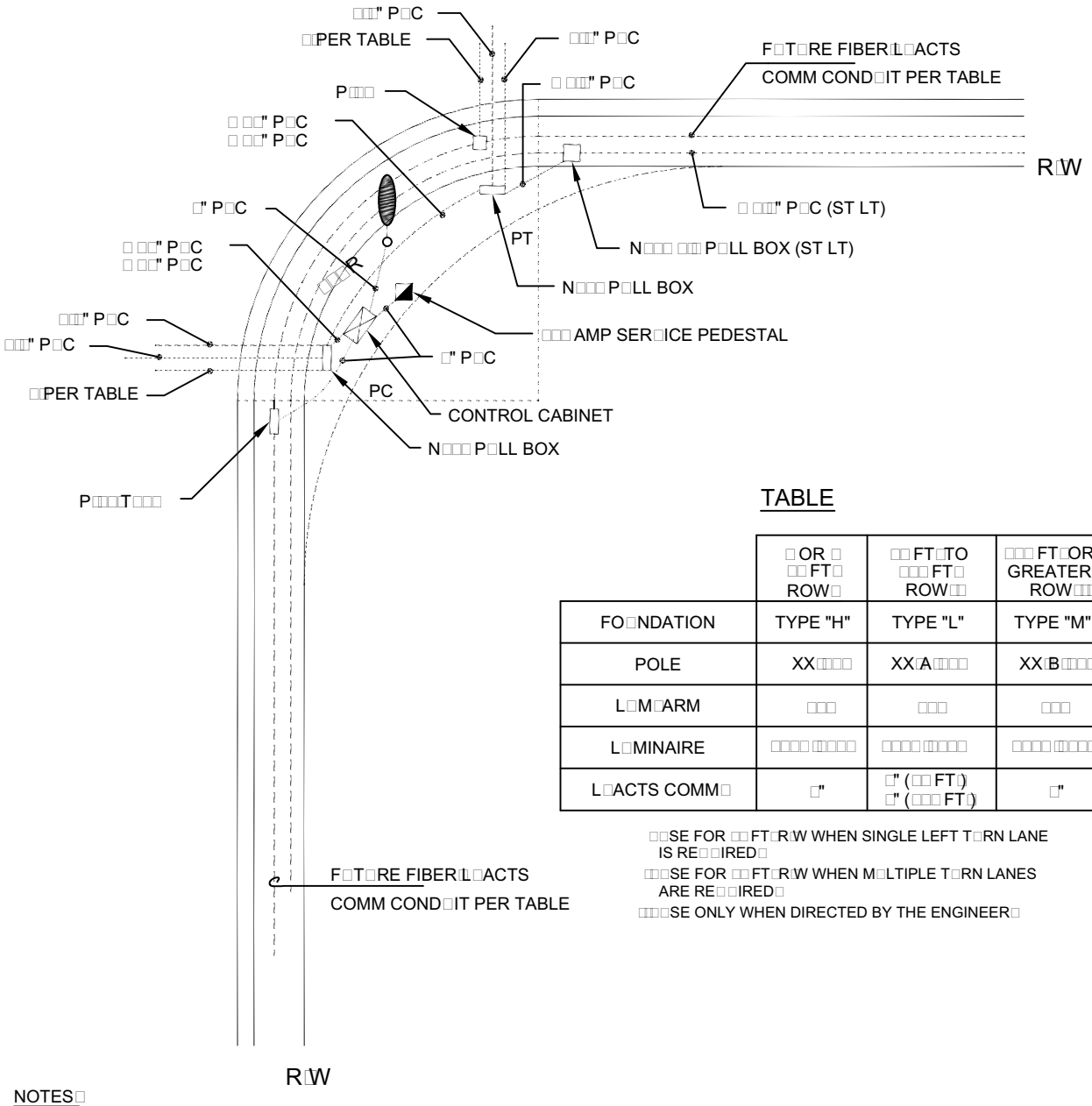
AGENCY APPRO□ED	B	C	H	L	M	N

SPECIFICATION REFERENCE	
□□□	AGGREGATE BASE
□□□	CONCRETE
□□□	CONCRETE STR□CT□RES
.	

□NIFORM STANDARD DRAWINGS
CLARK CO□NTY AREA

TYPICAL B□S T□RN□O□T

DATE □□□□□□□□ | DWG□NO□ □□□□□□



TABLE

	□ OR □ □□ FT□ ROW□	□□ FT□TO □□□ FT□ ROW□□	□□□ FT□OR GREATER ROW□□□
FO□NDATION	TYPE "H"	TYPE "L"	TYPE "M"
POLE	XX□□□□	XX□A□□□□	XX□B□□□□
L□M□ARM	□□□	□□□	□□□
L□MINAIRE	□□□□ □□□□	□□□□ □□□□	□□□□ □□□□
L□ACTS COMM□	□"	□" (□□ FT□) □" (□□□ FT□)	□"

□□SE FOR □□ FT□R□W WHEN SINGLE LEFT T□RN LANE IS RE□□IRED□

□□□SE FOR □□ FT□R□W WHEN M□LTIPLE T□RN LANES ARE RE□□IRED□

□□□SE ONLY WHEN DIRECTED BY THE ENGINEER□

NOTES□

□□ ALL TRAFFIC SIGNAL POLES SHALL BE GAL□ANI□ED PER ASTM A□□□□□

□□ ELECTRIC □TILITY TO SHOW FEEDER TO SER□ICE PEDESTAL□

□□ FOR POLE□POLE FO□NDATION□SER□ICE PEDESTAL AND SER□ICE PEDESTAL FO□NDATION DETAILS□SEE CLARK CO□NTY AREA □NIFORM STANDARD DRAWINGS□

□□ EXTEND THE □□□" P□C□THE □□□" AND THE □PER TABLE P□C SCHED□LE □□□□ FEET PAST EDGE OF PA□EMENT ST□B AND CAP OR CONNECT TO THE EXISTING TRAFFIC SIGNAL COND□IT□

□□ ALL EMPTY COND□IT WILL CONTAIN A SINGLE N□□□ AWG THW OR BARE COPPER WIRE FOR THE P□RPOSE OF LOCATING THE COND□IT□

PROFESSIONAL ELECTRICAL ENGINEER STAMP ON FILE

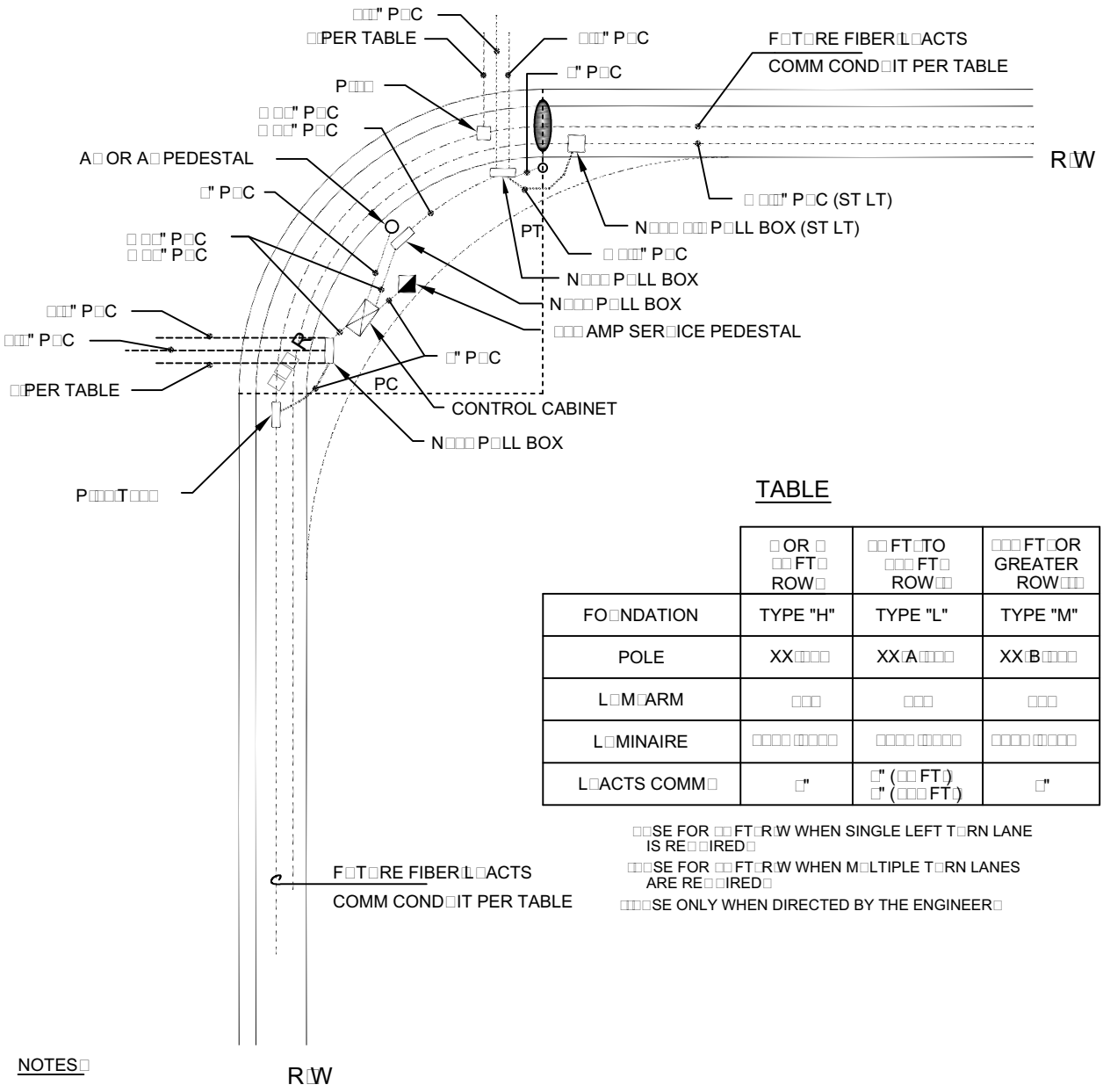
AGENCY APPRO□ED	B	C	H	L	M	N

SPECIFICATION REFERENCE	

□NIFORM STANDARD DRAWINGS
CLARK CO□NTY AREA

TYPICAL TRAFFIC SIGNAL □NDERGRO□ND LAYO□T WITH INTERIM STREET LIGHTING AND SER□ICE PEDESTAL (CENTER OF C□R□E RADI□S)

DATE □□□□□□□□	DWG□NO□ □□□□	SHEET □ OF □



TABLE

	□ OR □ □□ FT□ ROW□	□□ FT□TO □□□ FT□ ROW□□	□□□ FT□OR GREATER ROW□□□
FO□NDATION	TYPE "H"	TYPE "L"	TYPE "M"
POLE	XX□□□	XX□A□□□	XX□B□□□
L□M□ARM	□□□	□□□	□□□
L□MINAIRE	□□□□ □□□□	□□□□ □□□□	□□□□ □□□□
L□ACTS COMM□	□"	□" (□□ FT□) □" (□□□ FT□)	□"

□□SE FOR □□ FT□R□W WHEN SINGLE LEFT T□RN LANE IS RE□□IRED□

□□□SE FOR □□ FT□R□W WHEN M□LTIPLE T□RN LANES ARE RE□□IRED□

□□□SE ONLY WHEN DIRECTED BY THE ENGINEER□

NOTES□

□□ ALL TRAFFIC SIGNAL POLES SHALL BE GAL□ANI□ED PER ASTM A□□□

□□ ELECTRIC □TILITY TO SHOW FEEDER TO SER□ICE PEDESTAL□

□□ FOR POLE□POLE FO□NDATION□SER□ICE PEDESTAL AND SER□ICE PEDESTAL FO□NDATION DETAILS□SEE CLARK CO□NTY AREA □NIFORM STANDARD DRAWINGS□

□□ EXTEND THE □□□" P□C□THE □□□" AND THE □PER TABLE P□C SCHED□LE □□□□ FEET PAST EDGE OF PA□EMENT ST□B AND CAP OR CONNECT TO THE EXISTING TRAFFIC SIGNAL COND□IT□

□□ ALL EMPTY COND□IT WILL CONTAIN A SINGLE N□□□ AWG THW OR BARE COPPER WIRE FOR THE P□RPOSE OF LOCATING THE COND□IT□

PROFESSIONAL ELECTRICAL ENGINEER STAMP ON FILE

AGENCY APPRO□ED	B	C	H	L	M	N

SPECIFICATION REFERENCE	
.	

□NIFORM STANDARD DRAWINGS
CLARK CO□NTY AREA

TYPICAL TRAFFIC SIGNAL □NDERGRO□ND LAYO□T WITH INTERIM STREET LIGHTING AND SER□ICE PEDESTAL (END OF C□R□E RADI□S)

DATE □□□□□□□□	DWG□NO□ □□□	SHEET □ OF □

APPENDIX M

RTC TRANSIT CORRESPONDENCE

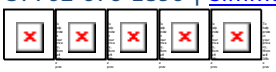
Paul Villaluz

From: Jacob Simmons <SimmonsJ@rtcsnv.com>
Sent: Thursday, November 29, 2018 1:55 PM
To: Paul Villaluz
Cc: Josh Johnson
Subject: RE: Skye Canyon East Transit Accommodations

OK, understood. We will address with NDOT in the future as needed. Pertaining to your needs though, please shift the stop on EB Log Cabin that's shown nearside O'Hare/roundabout intersection to farside that intersection. Please also shift the bus stop on WB Log Cabin west of the roundabout as close as safely possible to the roundabout, just a little closer to the roundabout intersection.

Thanks,

Jacob Simmons | Senior Transit Operations Planner
RTC of Southern Nevada
600 S. Grand Central Parkway, Suite 350, Las Vegas, NV 89106
O: 702-676-1890 | SimmonsJ@rtcsnv.com



From: Paul Villaluz <pvillaluz@shg-inc.com>
Sent: Thursday, November 29, 2018 09:51
To: Jacob Simmons <SimmonsJ@rtcsnv.com>
Cc: Josh Johnson <jjohnson@shg-inc.com>
Subject: RE: Skye Canyon East Transit Accommodations

Hello Jacob-

NDOT controls the right-of-way on Log Cabin Way/Kyle Canyon Road west of Sky Pointe. We would have to consult them regarding the feasibility of placing transit stops closer to the interchange.

PF signifies Public Facilities/Flood Control.

Thank you-
Paul Villaluz, P.E., PTOE
SENIOR PROJECT MANAGER

SLATER HANIFAN GROUP
a **Westwood** team

Main (702) 284-5300
5740 S. Arville St., Suite 216 | Las Vegas, NV 89118
shg-inc.com | westwoodps.com

From: Jacob Simmons <SimmonsJ@rtcsnv.com>
Sent: Thursday, November 29, 2018 9:43 AM
To: Paul Villaluz <pvillaluz@shg-inc.com>
Cc: Josh Johnson <jjohnson@shg-inc.com>
Subject: RE: Skye Canyon East Transit Accommodations

Hi Paul,

Seeing this exhibit in the full context with the interchange & zoning along Log Cabin closer to US-95, I'm concerned we may need to plan for a transit stop on Log Cabin closer to the interchange in both directions. Is it possible to include transit stop accommodations in both directions on Log Cabin just west of Sky Pointe?

Also, for my benefit, could you clarify what PF is in the context of the map?

Thanks,

Jacob Simmons | Senior Transit Operations Planner
RTC of Southern Nevada
600 S. Grand Central Parkway, Suite 350, Las Vegas, NV 89106
O: 702-676-1890 | SimmonsJ@rtcsnv.com



From: Paul Villaluz <pvillaluz@shg-inc.com>
Sent: Thursday, November 29, 2018 09:27
To: Jacob Simmons <SimmonsJ@rtcsnv.com>
Cc: Josh Johnson <jjohnson@shg-inc.com>
Subject: Skye Canyon East Transit Accommodations

Jacob-

I am sending this e-mail to confirm what we discussed on November 20, 2018 regarding the Transit Accommodations for Skye Canyon East.

- Skye Canyon Park Drive between US-95 and Moccasin (SB): Bus Turnouts or Combination Right Turn Lanes on the far sides of Moccasin, Log Cabin, and O'Hare.
- Log Cabin Way between Sky Pointe Drive and Skye Canyon Park Drive (WB): Bus Turnouts or Combination Right Turn Lanes on the far sides of Skye Canyon Park Drive, Connector Road, and Roundabout.
- Log Cabin Way between Sky Pointe Drive and Skye Canyon Park Drive (EB): Bus Turnouts or Combination Right Turn Lanes on the near side of the Roundabout and on the far side of the Connector Road.

Please see the attached exhibit for more information and let me know if you have any questions.

Thank you-
Paul Villaluz, P.E., PTOE
SENIOR PROJECT MANAGER

SLATER HANIFAN GROUP
a **Westwood** team

Main (702) 284-5300
5740 S. Arville St., Suite 216 | Las Vegas, NV 89118
shg-inc.com | westwoodps.com

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APPENDIX N
CRASH DATA

INTERSECTION DETAIL
SR157 @ OSO BLANCA RD
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
PROPERTY DAMAGE ONLY	17-Aug-2017	2017	07:04 AM	OSO BLANCA RD		AT INT	SR157	CLEAR			PDO		ANGLE	2
INJURY CRASH	25-Aug-2017	2017	08:11 AM	SR157		AT INT	OSO BLANCA RD	CLEAR		1		B	NON-COLLISION	1
									Sum: 0	Sum: 1	Count: 1			
									Count: 0	Count: 1				
									Total:	2				

INTERSECTION DETAIL
SR157 @ US95S
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
INJURY CRASH	13-Dec-2017	2017	12:41 AM	US95S	90	E	SR157	CLEAR		1		B	NON-COLLISION	1
PROPERTY DAMAGE ONLY	12-Jun-2015	2015	09:28 PM	US95S		AT INT	SR157	CLOUDY			PDO		ANGLE	2
INJURY CRASH	23-Aug-2015	2015	12:56 PM	US95S		AT INT	SR157	CLEAR		6			ANGLE	2
									Sum: 0	Sum: 7	Count: 1			
									Count: 0	Count: 2				
									Total:	3				

INTERSECTION DETAIL
SR157 @ US95N
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
PROPERTY DAMAGE ONLY	1-Jan-2016	2016	07:31 PM	US95N		AT INT	SR157	CLEAR			PDO		NON-COLLISION	1
INJURY CRASH	4-Feb-2017	2017	06:41 PM	US95N		AT INT	SR157	CLEAR		2		B	ANGLE	3
INJURY CRASH	1-Oct-2017	2017	10:11 AM	US95N		AT INT	SR157	CLEAR		1		B	ANGLE	2
									Sum: 0	Sum: 3	Count: 1			
									Count: 0	Count: 2				
									Total:	3				

INTERSECTION DETAIL
N SKYE CANYON PARK DR @ LOG CABIN WAY
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
PROPERTY DAMAGE ONLY	27-Sep-2017	2017	01:12 AM	LOG CABIN WAY		AT INT	N SKYE CANYON PARK DR	CLEAR			PDO		NON-COLLISION	1
									Sum: 0	Sum: 0	Count: 1			
									Count: 0	Count: 0				
									Total:	1				

INTERSECTION DETAIL
N SKYE CANYON PARK DR @ OHARE RD
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
INJURY CRASH	17-Oct-2015	2015	02:03 AM	N SKYE CANYON PARK DR	7	N	OHARE RD	CLOUDY		1		B	NON-COLLISION	1
									Sum: 0	Sum: 1	Count: 0			
									Count: 0	Count: 1				
									Total:	1				

INTERSECTION DETAIL
N SKYE CANYON DR @ BRENT LN
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
INJURY CRASH	20-Jul-2015	2015	12:28 PM	N SKYE CANYON PARK DR	37	S	BRENT LN	CLOUDY		1		C	ANGLE	2
									Sum: 0	Sum: 1	Count: 0			
									Count: 0	Count: 1				
									Total:	1				

INTERSECTION DETAIL
N SKYE CANYON PARK DR @ SKY POINTE DR
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
INJURY CRASH	12-May-2017	2017	05:16 PM	N SKYE CANYON PARK DR		AT INT	SKY POINTE DR	CLEAR		3		B	ANGLE	2
PROPERTY DAMAGE ONLY	23-Feb-2017	2017	03:12 PM	N SKYE CANYON PARK DR	35	W	SKY POINTE DR	CLEAR			PDO		ANGLE	2
									Sum: 0	Sum: 3	Count: 1			
									Count: 0	Count: 1				
									Total:	2				

INTERSECTION DETAIL
N SKYE CANYON PARK DR @ US95 RAMPS
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
PROPERTY DAMAGE ONLY	17-Aug-2015	2015	06:12 PM	N SKYE CANYON PARK DR	25	W	US95S TO SKYE CANYON PARK DR WB INT95	CLEAR			PDO		ANGLE	2
PROPERTY DAMAGE ONLY	4-Jul-2016	2016	07:20 PM	US95N TO SKYE CANYON PARK DR INT 95		AT INT	N SKYE CANYON PARK DR	CLEAR			PDO		SIDESWIPE, OVERTAKING	2
									Sum: 0	Sum: 0	Count: 2			
									Count: 0	Count: 0				
									Total:	2				

INTERSECTION DETAIL
N FORT APACHE RD @ SKY POINTE DR/HORSE DR
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
PROPERTY DAMAGE ONLY	13-Apr-2015	2015	04:24 AM	SKY POINTE DR	4	W	N FORT APACHE RD	CLEAR			PDO		HEAD-ON	2
INJURY CRASH	19-Mar-2016	2016	02:02 AM	SKY POINTE DR	42	W	HORSE DR	CLEAR		1		B	NON-COLLISION	1
INJURY CRASH	6-Jan-2016	2016	09:53 AM	N FORT APACHE RD		AT INT	HORSE DR	CLOUDY		1		B	ANGLE	2
INJURY CRASH	20-Apr-2015	2015	06:07 PM	N FORT APACHE RD		AT INT	SKY POINTE DR	CLEAR		1		B	NON-COLLISION	1
PROPERTY DAMAGE ONLY	4-Sep-2015	2015	10:38 PM	N FORT APACHE RD		AT INT	SKY POINTE DR	CLEAR			PDO		ANGLE	2
INJURY CRASH	19-Mar-2017	2017	10:30 AM	N FORT APACHE RD	110	S	HORSE DR	CLEAR		4		C	HEAD-ON	2
									Sum: 0	Sum: 7	Count: 2			
									Count: 0	Count: 4				
									Total:	6				

INTERSECTION DETAIL
N EL CAPITAN WAY @ HORSE DR
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
PROPERTY DAMAGE ONLY	8-Oct-2016	2016	12:09 PM	N EL CAPITAN WAY		AT INT	HORSE DR	CLEAR			PDO		ANGLE	2
INJURY CRASH	20-Jul-2017	2017	12:03 PM	N EL CAPITAN WAY		AT INT	HORSE DR	CLOUDY		1		C		2
									Sum: 0	Sum: 1	Count: 1			
									Count: 0	Count: 1				
									Total:	2				

INTERSECTION DETAIL
N EL CAPITAN WAY @ GRAND TETON DR
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
INJURY CRASH	23-May-2016	2016	04:02 PM	N EL CAPITAN WAY		AT INT	GRAND TETON DR	CLEAR		2		C	ANGLE	2
PROPERTY DAMAGE ONLY	9-Jan-2016	2016	10:26 PM	N EL CAPITAN WAY	115	S	GRAND TETON DR	CLEAR			PDO		NON-COLLISION	1
									Sum: 0	Sum: 2	Count: 1			
									Count: 0	Count: 1				
									Total:	2				

INTERSECTION DETAIL
N DURANGO DR @ N EL CAPITAN WAY/FARM RD
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
INJURY CRASH	3-Jun-2015	2015	08:18 PM	FARM RD	120	E	N DURANGO DR	CLEAR		2		C	REAR-END	3
PROPERTY DAMAGE ONLY	19-Jun-2016	2016	09:10 PM	FARM RD	120	E	N DURANGO DR	CLEAR			PDO		ANGLE	2
PROPERTY DAMAGE ONLY	12-Jan-2016	2016	01:15 PM	FARM RD	100	E	N DURANGO DR	CLEAR			PDO		ANGLE	2
INJURY CRASH	26-Jan-2016	2016	05:29 PM	FARM RD	100	E	N DURANGO DR	CLEAR		3		C	ANGLE	2
INJURY CRASH	1-Oct-2016	2016	04:57 PM	FARM RD	75	E	N DURANGO DR	CLEAR		1		C	REAR-END	2
PROPERTY DAMAGE ONLY	18-Feb-2016	2016	07:34 PM	FARM RD	35	E	N DURANGO DR	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	11-Jun-2017	2017	08:15 AM	N EL CAPITAN WAY	20	W	N DURANGO DR	CLEAR			PDO		BACKING	2
INJURY CRASH	31-Oct-2017	2017	01:12 AM	N EL CAPITAN WAY	49	W	N DURANGO DR	CLEAR		1		C	NON-COLLISION	1
PROPERTY DAMAGE ONLY	26-Mar-2016	2016	01:41 AM	N EL CAPITAN WAY	52	W	N DURANGO DR	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	30-Apr-2016	2016	03:51 AM	N EL CAPITAN WAY	110	W	N DURANGO DR	RAIN			PDO		NON-COLLISION	1
PROPERTY DAMAGE ONLY	27-Jul-2017	2017	11:02 AM	N EL CAPITAN WAY	125	W	N DURANGO DR	CLEAR			PDO		BACKING	2
PROPERTY DAMAGE ONLY	15-Jul-2016	2016	01:58 AM	N EL CAPITAN WAY	130	W	N DURANGO DR	CLEAR			PDO		NON-COLLISION	1
PROPERTY DAMAGE ONLY	1-Dec-2016	2016	07:13 AM	N DURANGO DR	78	N	N EL CAPITAN WAY	CLEAR			PDO		REAR-END	2
INJURY CRASH	21-Apr-2017	2017	12:55 PM	N DURANGO DR	59	N	N EL CAPITAN WAY	CLEAR		2		C	REAR-END	2
PROPERTY DAMAGE ONLY	12-Oct-2017	2017	07:29 AM	N DURANGO DR	50	N	N EL CAPITAN WAY	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	11-Jan-2016	2016	01:37 PM	N DURANGO DR	40	N	N EL CAPITAN WAY	CLEAR			PDO		REAR-END	2
INJURY CRASH	31-Jan-2016	2016	10:50 PM	N DURANGO DR		AT INT	N EL CAPITAN WAY	RAIN		2		C	ANGLE	2
PROPERTY DAMAGE ONLY	1-Jun-2016	2016	07:24 AM	N DURANGO DR		AT INT	N EL CAPITAN WAY	CLEAR			PDO		SIDESWIPE, MEETING	2
PROPERTY DAMAGE ONLY	29-Jan-2016	2016	10:30 AM	N DURANGO DR		AT INT	FARM RD	CLEAR			PDO		REAR-END	2
INJURY CRASH	8-Nov-2017	2017	02:56 PM	N DURANGO DR		AT INT	FARM RD	CLEAR		2		C	ANGLE	2
INJURY CRASH	8-Nov-2016	2016	10:50 AM	N DURANGO DR	10	S	FARM RD	CLEAR		1		C	REAR-END	2
INJURY CRASH	30-Oct-2016	2016	06:00 PM	N DURANGO DR	10	S	FARM RD	CLEAR		1		C	REAR-END	2
FATAL CRASH	9-Feb-2017	2017	06:14 AM	N DURANGO DR	10	S	FARM RD	CLEAR	1	1		K	REAR-END	2
PROPERTY DAMAGE ONLY	3-Apr-2016	2016	02:28 PM	N DURANGO DR	15	S	FARM RD	CLEAR			PDO		REAR-END	2
INJURY CRASH	27-Dec-2017	2017	05:35 PM	N DURANGO DR	20	S	N EL CAPITAN WAY	CLOUDY		1		C	REAR-END	2
PROPERTY DAMAGE ONLY	8-Oct-2015	2015	03:05 PM	N DURANGO DR	25	S	FARM RD	CLEAR			PDO		ANGLE	2
PROPERTY DAMAGE ONLY	2-Dec-2015	2015	04:01 PM	N DURANGO DR	25	S	FARM RD	CLEAR			PDO		REAR-END	2
INJURY CRASH	28-Nov-2017	2017	02:14 PM	N DURANGO DR	26	S	FARM RD	CLEAR		1		C	REAR-END	3
PROPERTY DAMAGE ONLY	28-Oct-2016	2016	11:24 AM	N DURANGO DR	40	S	FARM RD	CLEAR			PDO		ANGLE	2
INJURY CRASH	12-Nov-2016	2016	05:51 PM	N DURANGO DR	100	S	FARM RD	CLEAR		1		C	REAR-END	3
INJURY CRASH	26-Dec-2016	2016	05:13 PM	N DURANGO DR	100	S	FARM RD	CLEAR		1		B	REAR-END	3
PROPERTY DAMAGE ONLY	4-Jan-2017	2017	10:28 AM	N DURANGO DR	110	S	FARM RD	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	22-Mar-2016	2016	05:25 PM	N DURANGO DR	128	S	N EL CAPITAN WAY	CLEAR			PDO		REAR-END	2
									Sum: 1	Sum: 20	Count: 19			
									Count: 1	Count: 13				
									Total:	33				

INTERSECTION DETAIL
N DURANGO DR @ US95N RAMPS
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

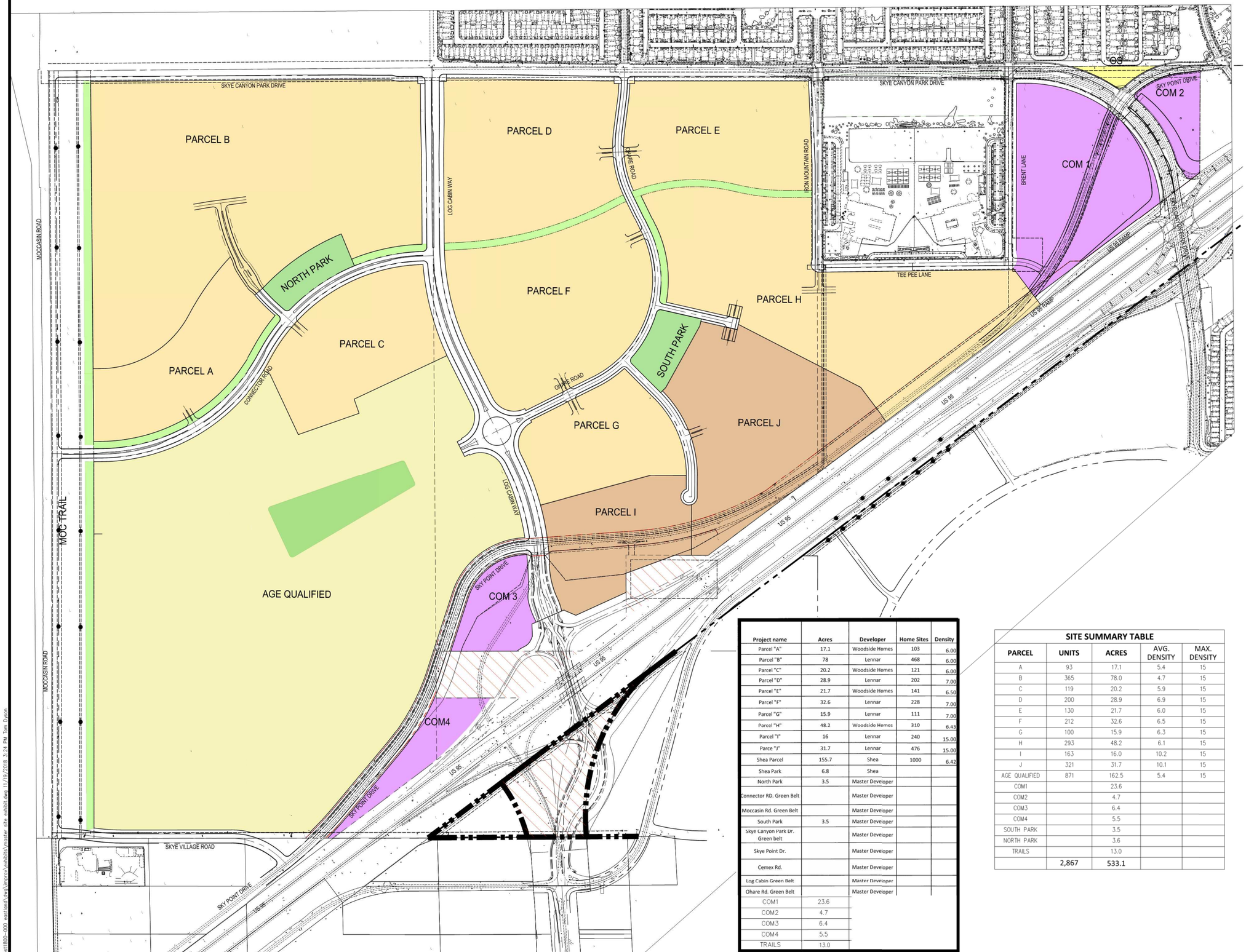
Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
PROPERTY DAMAGE ONLY	10-May-2017	2017	08:25 AM	N DURANGO DR	200	E	N DURANGO DR TO US95N INT93	CLEAR			PDO		REAR-END	2
INJURY CRASH	23-Mar-2015	2015	04:00 PM	N DURANGO DR	200	E	US95N TO N DURANGO DR INT93	CLEAR		2		B	REAR-END	3
INJURY CRASH	28-Nov-2016	2016	07:31 AM	N DURANGO DR	150	E	N DURANGO DR TO US95N INT93	CLEAR		2		C	REAR-END	3
PROPERTY DAMAGE ONLY	11-May-2017	2017	04:12 PM	N DURANGO DR	150	E	US95N TO N DURANGO DR INT93	CLEAR			PDO		ANGLE	2
INJURY CRASH	12-Jun-2017	2017	10:05 AM	N DURANGO DR	100	E	N DURANGO DR TO US95N INT93	CLEAR		1		B	REAR-END	2
INJURY CRASH	15-Jun-2017	2017	02:24 PM	N DURANGO DR	100	E	US95N TO N DURANGO DR INT93	CLEAR		2		C	REAR-END	2
INJURY CRASH	22-Feb-2016	2016	07:30 AM	N DURANGO DR	50	E	N DURANGO DR TO US95N INT93	CLEAR		1		C	REAR-END	2
PROPERTY DAMAGE ONLY	1-May-2016	2016	04:56 PM	N DURANGO DR	50	E	N DURANGO DR TO US95N INT93	CLOUDY			PDO		SIDESWIPE, OVERTAKING	2
PROPERTY DAMAGE ONLY	6-Mar-2016	2016	06:29 AM	N DURANGO DR	50	E	US95N TO N DURANGO DR INT93	CLEAR			PDO		NON-COLLISION	1
PROPERTY DAMAGE ONLY	8-Aug-2017	2017	09:58 PM	N DURANGO DR	40	E	N DURANGO DR TO US95N INT93	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	12-Jun-2016	2016	12:05 PM	N DURANGO DR	35	E	N DURANGO DR TO US95N INT93	CLEAR			PDO		SIDESWIPE, OVERTAKING	2
INJURY CRASH	21-Oct-2015	2015	06:49 PM	N DURANGO DR	25	E	N DURANGO DR TO US95N INT93	CLEAR		1		C	REAR-END	2
PROPERTY DAMAGE ONLY	6-Oct-2015	2015	10:44 AM	N DURANGO DR	15	E	N DURANGO DR TO US95N INT93	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	22-Aug-2017	2017	09:46 PM	N DURANGO DR	10	E	N DURANGO DR TO US95N INT93	CLOUDY			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	1-Oct-2016	2016	10:20 AM	N DURANGO DR	5	E	N DURANGO DR TO US95N INT93	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	21-Aug-2015	2015	11:46 PM	N DURANGO DR		AT INT	N DURANGO DR TO US95N INT93	CLEAR			PDO		ANGLE	2
INJURY CRASH	25-Jul-2016	2016	08:47 AM	N DURANGO DR		AT INT	N DURANGO DR TO US95N INT93	CLEAR		2		C	ANGLE	2
INJURY CRASH	29-Jul-2015	2015	10:07 AM	N DURANGO DR		AT INT	US95N TO N DURANGO DR INT93	CLEAR		1		C	ANGLE	2
INJURY CRASH	12-Aug-2016	2016	10:58 PM	N DURANGO DR		AT INT	US95N TO N DURANGO DR INT93	CLEAR		1		B	ANGLE	3
PROPERTY DAMAGE ONLY	16-Dec-2016	2016	01:57 PM	N DURANGO DR		AT INT	US95N TO N DURANGO DR INT93	SEVERE CROSSWINDS			PDO		ANGLE	2
INJURY CRASH	18-Oct-2016	2016	10:25 PM	N DURANGO DR		AT INT	US95N TO N DURANGO DR INT93	CLEAR		1		C	ANGLE	2
INJURY CRASH	6-May-2017	2017	04:21 AM	N DURANGO DR		AT INT	US95N TO N DURANGO DR INT93	CLEAR		3		B	ANGLE	2
PROPERTY DAMAGE ONLY	23-Jun-2017	2017	08:23 PM	N DURANGO DR	10	W	N DURANGO DR TO US95N INT93	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	16-Feb-2017	2017	11:59 AM	N DURANGO DR	12	W	N DURANGO DR TO US95N INT93	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	11-Oct-2017	2017	08:36 PM	N DURANGO DR	30	W	N DURANGO DR TO US95N INT93	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	6-Oct-2015	2015	06:45 PM	N DURANGO DR	50	W	US95N TO N DURANGO DR INT93	CLEAR			PDO		REAR-END	3
INJURY CRASH	15-Sep-2017	2017	04:38 PM	N DURANGO DR	100	W	N DURANGO DR TO US95N INT93	CLEAR		2		B	REAR-END	3
PROPERTY DAMAGE ONLY	16-Aug-2017	2017	02:00 PM	N DURANGO DR	100	W	US95N TO N DURANGO DR INT93	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	24-Jul-2015	2015	06:04 AM	N DURANGO DR TO US95N INT93	100	N	N DURANGO DR	CLEAR			PDO		NON-COLLISION	1
PROPERTY DAMAGE ONLY	3-Oct-2015	2015	12:50 PM	US95N TO N DURANGO DR INT93		AT INT	N DURANGO DR	CLOUDY			PDO		SIDESWIPE, OVERTAKING	2
PROPERTY DAMAGE ONLY	21-Jul-2017	2017	07:00 PM	US95N TO N DURANGO DR INT93		AT INT	N DURANGO DR	CLEAR			PDO		SIDESWIPE, OVERTAKING	2
PROPERTY DAMAGE ONLY	13-Sep-2015	2015	08:52 AM	US95N TO N DURANGO DR INT93	10	S	N DURANGO DR	CLOUDY			PDO		ANGLE	2
PROPERTY DAMAGE ONLY	27-Jan-2015	2015	06:50 AM	US95N TO N DURANGO DR INT93	14	S	N DURANGO DR	CLOUDY: RAIN			PDO		REAR-TO-REAR	3
PROPERTY DAMAGE ONLY	5-Apr-2015	2015	12:23 PM	US95N TO N DURANGO DR INT93	15	S	N DURANGO DR	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	21-Jun-2015	2015	09:15 AM	US95N TO N DURANGO DR INT93	15	S	N DURANGO DR	CLEAR			PDO		REAR-END	2
INJURY CRASH	14-Jul-2016	2016	05:45 PM	US95N TO N DURANGO DR INT93	20	S	N DURANGO DR	CLEAR		1		C	REAR-END	2
PROPERTY DAMAGE ONLY	8-May-2016	2016	04:02 PM	US95N TO N DURANGO DR INT93	25	S	N DURANGO DR	CLOUDY			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	30-Apr-2017	2017	01:44 PM	US95N TO N DURANGO DR INT93	25	S	N DURANGO DR	CLEAR			PDO		REAR-END	2
INJURY CRASH	20-Nov-2015	2015	07:34 PM	US95N TO N DURANGO DR INT93	30	S	N DURANGO DR	CLEAR		2		C	REAR-END	2
INJURY CRASH	16-Jan-2017	2017	07:21 AM	US95N TO N DURANGO DR INT93	40	S	N DURANGO DR	CLEAR		1		C	NON-COLLISION	1
PROPERTY DAMAGE ONLY	14-Apr-2016	2016	08:44 PM	US95N TO N DURANGO DR INT93	52	S	N DURANGO DR	CLOUDY			PDO		BACKING	2
INJURY CRASH	14-Jan-2016	2016	01:47 AM	US95N TO N DURANGO DR INT93	60	S	N DURANGO DR	CLEAR		1		B	NON-COLLISION	1
INJURY CRASH	12-Oct-2017	2017	04:26 PM	US95N TO N DURANGO DR INT93	75	S	N DURANGO DR	CLEAR		1		C	ANGLE	2
PROPERTY DAMAGE ONLY	12-Nov-2016	2016	09:12 PM	US95N TO N DURANGO DR INT93	130	S	N DURANGO DR	CLEAR			PDO		REAR-END	2
									Sum: 0	Sum: 25	Count: 27			
									Count: 0	Count: 17				
									Total:	44				

INTERSECTION DETAIL
N DURANGO DR @ US95S RAMPS
01 JAN 15 - 01 JAN 18
COUNTY: CLARK

Crash Severity	Crash Date	Crash Year	Crash Time	Primary Street	Distance	Dir	Secondary Street	Weather	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type	Total Vehicles
PROPERTY DAMAGE ONLY	16-Jun-2016	2016	07:27 AM	N DURANGO DR	200	E	N DURANGO DR TO US95S INT93	CLEAR			PDO		ANGLE	2
PROPERTY DAMAGE ONLY	16-Feb-2015	2015	03:00 PM	N DURANGO DR	100	E	N DURANGO DR TO US95S INT93	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	24-Nov-2016	2016	01:20 PM	N DURANGO DR	100	E	N DURANGO DR TO US95S INT93	CLEAR			PDO		ANGLE	2
PROPERTY DAMAGE ONLY	29-Nov-2016	2016	08:14 AM	N DURANGO DR	100	E	N DURANGO DR TO US95S INT93	CLEAR			PDO		SIDESWIPE, OVERTAKING	2
PROPERTY DAMAGE ONLY	29-Oct-2017	2017	01:09 PM	N DURANGO DR	50	E	N DURANGO DR SB TO US95S INT93	CLEAR			PDO		SIDESWIPE, OVERTAKING	2
PROPERTY DAMAGE ONLY	21-Oct-2016	2016	02:05 PM	N DURANGO DR	50	E	N DURANGO DR W TO US95S INT93	CLEAR			PDO		ANGLE	2
PROPERTY DAMAGE ONLY	16-Jun-2016	2016	07:27 AM	N DURANGO DR	30	E	US95S TO N DURANGO DR INT93	CLEAR			PDO		BACKING	2
PROPERTY DAMAGE ONLY	4-Jan-2017	2017	10:20 AM	N DURANGO DR	25	E	N DURANGO DR TO US95S INT93	CLOUDY			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	22-Nov-2017	2017	01:14 PM	N DURANGO DR	15	E	N DURANGO DR TO US95S INT93	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	21-Feb-2015	2015	09:50 AM	N DURANGO DR	10	E	N DURANGO DR TO US95S INT93	CLEAR			PDO		SIDESWIPE, MEETING	2
PROPERTY DAMAGE ONLY	19-Mar-2015	2015	10:41 PM	N DURANGO DR		AT INT	N DURANGO DR TO US95S INT93	CLEAR			PDO		ANGLE	2
INJURY CRASH	1-Oct-2016	2016	09:15 PM	N DURANGO DR		AT INT	N DURANGO DR TO US95S INT93	CLEAR		1		C	ANGLE	2
INJURY CRASH	11-Jan-2017	2017	10:28 PM	N DURANGO DR		AT INT	N DURANGO DR TO US95S INT93	CLEAR		1		C	ANGLE	2
PROPERTY DAMAGE ONLY	20-Apr-2015	2015	09:04 AM	N DURANGO DR		AT INT	US95S TO N DURANGO DR INT93	CLEAR			PDO		ANGLE	2
PROPERTY DAMAGE ONLY	16-Feb-2017	2017	11:20 AM	N DURANGO DR		AT INT	US95S TO N DURANGO DR INT93	CLEAR			PDO		SIDESWIPE, OVERTAKING	2
PROPERTY DAMAGE ONLY	17-Oct-2016	2016	06:39 PM	N DURANGO DR	40	W	N DURANGO DR TO US95S INT93	CLEAR			PDO		REAR-END	3
INJURY CRASH	13-Feb-2015	2015	04:25 PM	N DURANGO DR	50	W	N DURANGO DR TO US95S INT93	CLEAR		1		C	REAR-END	3
PROPERTY DAMAGE ONLY	23-Feb-2017	2017	04:35 AM	N DURANGO DR	120	W	N DURANGO DR TO US95S INT93	CLEAR			PDO		NON-COLLISION	1
PROPERTY DAMAGE ONLY	8-Jun-2017	2017	04:34 PM	US95S TO N DURANGO DR INT93	200	N	N DURANGO DR	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	15-Feb-2016	2016	01:48 PM	US95S TO N DURANGO DR INT93	55	N	N DURANGO DR	CLEAR			PDO		REAR-END	2
INJURY CRASH	15-Jun-2016	2016	01:45 PM	US95S TO N DURANGO DR INT93	38	N	N DURANGO DR	CLEAR		1		C	REAR-END	2
PROPERTY DAMAGE ONLY	4-Sep-2015	2015	03:55 PM	US95S TO N DURANGO DR INT93	20	N	N DURANGO DR	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	27-Mar-2016	2016	06:00 PM	US95S TO N DURANGO DR INT93	15	N	N DURANGO DR	CLOUDY			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	8-Dec-2017	2017	01:40 PM	US95S TO N DURANGO DR INT93	15	N	N DURANGO DR	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	12-Jan-2015	2015	04:23 PM	US95S TO N DURANGO DR INT93	10	N	N DURANGO DR	CLOUDY			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	27-Jun-2015	2015	04:02 PM	US95S TO N DURANGO DR INT93	10	N	N DURANGO DR	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	18-Sep-2015	2015	01:29 PM	US95S TO N DURANGO DR INT93	10	N	N DURANGO DR	CLEAR			PDO		REAR-END	2
INJURY CRASH	8-Jun-2016	2016	04:53 PM	US95S TO N DURANGO DR INT93	10	N	N DURANGO DR	CLOUDY		2		C	REAR-END	2
PROPERTY DAMAGE ONLY	22-Jun-2016	2016	12:35 PM	US95S TO N DURANGO DR INT93	10	N	N DURANGO DR	CLEAR			PDO		REAR-END	2
INJURY CRASH	17-Nov-2017	2017	07:34 AM	US95S TO N DURANGO DR INT93	10	N	N DURANGO DR	CLOUDY		1		C	REAR-TO-REAR	2
INJURY CRASH	17-Aug-2016	2016	05:52 PM	US95S TO N DURANGO DR INT93	5	N	N DURANGO DR	CLEAR		1		C	REAR-END	2
PROPERTY DAMAGE ONLY	5-May-2015	2015	06:29 PM	US95S TO N DURANGO DR INT93		AT INT	N DURANGO DR	CLEAR			PDO		REAR-END	2
PROPERTY DAMAGE ONLY	12-Apr-2017	2017	12:28 PM	N DURANGO DR TO US95S INT93	10	S	N DURANGO DR	CLEAR			PDO		SIDESWIPE, OVERTAKING	2
PROPERTY DAMAGE ONLY	14-Feb-2017	2017	06:34 PM	N DURANGO DR TO US95S INT93	20	S	N DURANGO DR	CLEAR			PDO		REAR-END	3
PROPERTY DAMAGE ONLY	17-Sep-2017	2017	10:54 AM	N DURANGO DR TO US95S INT93	40	S	N DURANGO DR	CLEAR			PDO			2
									Sum: 0	Sum: 8	Count: 28			
									Count: 0	Count: 7				
									Total:	35				

APPENDIX O

CONCEPTUAL LAND PLAN



Project name	Acres	Developer	Home Sites	Density
Parcel "A"	17.1	Woodside Homes	103	6.00
Parcel "B"	78	Lennar	468	6.00
Parcel "C"	20.2	Woodside Homes	121	6.00
Parcel "D"	28.9	Lennar	202	7.00
Parcel "E"	21.7	Woodside Homes	141	6.50
Parcel "F"	32.6	Lennar	228	7.00
Parcel "G"	15.9	Lennar	111	7.00
Parcel "H"	48.2	Woodside Homes	310	6.43
Parcel "I"	16	Lennar	240	15.00
Parce "J"	31.7	Lennar	476	15.00
Shea Parcel	155.7	Shea	1000	6.42
Shea Park	6.8	Shea		
North Park	3.5	Master Developer		
Connector RD. Green Belt		Master Developer		
Moccasin Rd. Green Belt		Master Developer		
South Park	3.5	Master Developer		
Skye Canyon Park Dr. Green belt		Master Developer		
Skye Point Dr.		Master Developer		
Cemex Rd.		Master Developer		
Log Cabin Green Belt		Master Developer		
Ohare Rd. Green Belt		Master Developer		
COM1	23.6			
COM2	4.7			
COM3	6.4			
COM4	5.5			
TRAILS	13.0			

SITE SUMMARY TABLE

PARCEL	UNITS	ACRES	AVG. DENSITY	MAX. DENSITY
A	93	17.1	5.4	15
B	365	78.0	4.7	15
C	119	20.2	5.9	15
D	200	28.9	6.9	15
E	130	21.7	6.0	15
F	212	32.6	6.5	15
G	100	15.9	6.3	15
H	293	48.2	6.1	15
I	163	16.0	10.2	15
J	321	31.7	10.1	15
AGE QUALIFIED	871	162.5	5.4	15
COM1		23.6		
COM2		4.7		
COM3		6.4		
COM4		5.5		
SOUTH PARK		3.5		
NORTH PARK		3.6		
TRAILS		13.0		
	2,867	533.1		

SLATER HANIFAN GROUP
a Westwood team
5740 S. ARVILLE STREET #216, LAS VEGAS, NV 89118
PHONE (702) 284-5300 FAX (702) 284-5399

NO.	DESCRIPTION	DATE	BY	APP. DATE	APP.
CLVNV					

EASTLAND, LLC

SUNSTONE

MASTER SITE EXHIBIT

DATE: ----

DRAFTER: ----

DESIGNER: ----

CHECKED: ----

PROJECT NO.
EST1800-000

EX-1
SHEET 1 OF ----

J:\est1800-000 eastland\dwg\mgrov\exhibits\master site exhibit.dwg 11/19/2018 3:24 PM Tom Dyson