

DEVELOPMENT OF PARCELS 2 AND 3 OF PARCEL MAP 35629

- GENERAL PLAN AMENDMENT NO. PEN18-0191
- ZONE CHANGE NO. PEN18-0192
- EXPANDED ENVIRONMENTAL REVIEW NO. PEN18-0193
- PLOT PLAN NO. PEN18-0254

FINAL ADDENDUM TO THE HIGHLAND FAIRVIEW CORPORATE PARK FINAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE #2007101132

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1 PURPOSE OF THE ADDENDUM

This Addendum has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §§21000 et seq.); the State CEQA Guidelines (Title 14, California Code of Regulations [CCR] §§15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as set forth by the City of Moreno Valley.

CEQA Guidelines §15164(a) states that “the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” Pursuant to §15162(a) of the State CEQA Guidelines, a subsequent EIR or Negative Declaration is only required when:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, or the negative declaration was adopted, shows any of the following:*
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
 - (C) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

The City of Moreno Valley (City) is the lead agency under the California Environmental Quality Act (CEQA). In February 2009, the City certified the Final Environmental Impact Report (HFCP Final EIR) for the Highland Fairview Corporate Park PA07-0088 (CZ), PA07-0089 (GPA), PA07-0090 (TPM 35629), and PA07-0091 (PP). The environmental impacts of the Highland Fairview Corporate Park (HFCP) are addressed in the HFCP Final EIR, State Clearinghouse (SCH) No. 2007101132, in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The approved HFCP Project included the construction of a corporate park in three phases that is comprised of a 1,820,000-square foot logistics building in Phase 1 (Phase I has since been developed and is leased to Skechers as a logistics building); a

second 600,000 square foot logistics building and an 80,000 square foot retail center in Phase 2; and a 120,000 square foot retail center in Phase 3. Phases 2 and 3 have not yet been developed. The development required the creation of separate parcels through the subdivision of the property (Parcel Map 35629), zoning modification to accommodate the intended building configuration, a General Plan Amendment to widen the commercial area on the west side of the HFCP project site, a reduction of the commercial area on the east, an amendment of the Master Plan of Trails, and the approval of a Plot Plan. The existing approved land uses for each parcel are shown in **Exhibit 4, Highland Fairview Corporate Park Land Plan (Current)**.

The City of Moreno Valley has received an application to process a Change of Zone (ZC) and a General Plan Amendment (GPA) on Parcel 3 located within the boundaries of the Highland Fairview Corporate Park. The Proposed Project also includes a Plot Plan for a proposed 767,960SF logistics building, occupying portions of Parcels 2 and 3. The GPA/ZC application indicated “up to” 800,000 SF of logistics uses. The Plot Plan submittal is more detailed (see **Exhibit 6, Site Plan**), and shows a slightly smaller total square footage than assumed in the GPA/ZC application (767,960SF compared to 800,000 SF). For purposes of the Addendum, the Addendum will utilize 800,000 SF for impact analysis and comparisons, and impacts identified in the HFCP Final EIR and the specific Plot Plan submittal for a more detailed discussion of aesthetics, parking, utilities and related project-level issues. The logistics building to be constructed and operated in the Parcels will be referred to as the “Proposed Project” in this Addendum. Refer to **Section 2.2**, below for additional information.

Truck Traffic Restrictions on Redlands Boulevard: The Proposed Project will be consistent with an existing settlement agreement related to the HFCP project approval, whereby the City and Highland Fairview agreed to limit “large truck” traffic on Redlands Boulevard (this is discussed further in **Section 4.16, Transportation/Traffic** of this Addendum).

Roundabouts Consistent with the City General Plan: The Proposed Project includes two roundabouts at locations along the Proposed Project frontage. To the extent required for General Plan consistency, the Proposed Project may include modifications to one or more General Plan Circulation Element policies to more clearly allow for roundabouts as an acceptable method to satisfy General Plan Circulation Element objectives including Objective 5.5.2 (this is discussed further in **Section 4.16, Transportation/Traffic** of this Addendum). Potential language that may be included in the GPA, to replace Objective 5.5.2 includes:

“Consider innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. Innovative design solutions include, but are not limited to, traffic calming devices, roundabouts, traffic circles, curb extensions, separated bicycle infrastructure, pedestrian scramble intersections, high visibility pedestrian treatments and infrastructure, and traffic signal coordination”

The purpose of this Addendum is to analyze any potential differences between the impacts identified in the HFCP Final EIR and those that would be associated with the Proposed Project. Pursuant to provisions of CEQA and State CEQA Guidelines, the City is the Lead Agency charged with the responsibility of deciding whether to approve development within the Highland Fairview Corporate Park. As part of its decision-making process, the City is required to review and consider whether the Proposed Project would create new significant impacts or significant impacts that would be substantially more severe than those disclosed in the HFCP Final EIR. Additional CEQA review beyond this Addendum would only be triggered if the Proposed Project created new significant impacts or impacts that are more severe than those disclosed in the HFCP Final EIR. To use an Addendum as the appropriate CEQA document for the Proposed Project, the City must find that major

revisions to the HFCP Final EIR are not necessary and that none of the conditions described in State CEQA Guidelines §15162 calling for the preparation of a subsequent EIR has occurred.

As detailed herein, the Proposed Project would result in no new significant impacts that were not analyzed in the HFCP Final EIR, nor would it cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with the Proposed Project would either be the same or less than those described in the HFCP Final EIR. In addition, there are no substantial changes to the circumstances under which the Proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the HFCP Final EIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, in accordance with §15164 of the State CEQA Guidelines, this Addendum to the previously certified HFCP Final EIR is the appropriate environmental documentation for the Proposed Project. In taking action on any of the approvals, the decision-making body must consider the whole of the data presented in the HFCP Final EIR and the previously adopted Mitigation Monitoring and Reporting Program (MMRP), as augmented by this Addendum.

2 DESCRIPTION OF PROPOSED PROJECT

2.1 Proposed Project Location and Setting of the Proposed Project

Parcels 2 and 3 are a part of the site of the Highland Fairview Corporate Park (HFCP) which is located in the Rancho Belago area of the City of Moreno Valley in the County of Riverside. The Highland Fairview Corporate Park site is bounded by State Route (SR) 60 to the north, Eucalyptus Avenue on the south, Redlands Boulevard on the west, and World Logistics Center Parkway (formerly Theodore Street) on the east; refer to **Exhibit 1, Regional Location** and **Exhibit 2, Proposed Project Vicinity**. The Skechers warehouse is located directly east of Parcels 2 and 3. Parcels 2 and 3 are currently vacant and are disked and disturbed; refer to **Exhibit 3, Proposed Project Site**. The eastern portion of Parcel 3 contains a truck parking lot currently used by the Skechers facility. The parking lot consists of a compacted aggregate base.

Within the general vicinity of Parcels 2 and 3, surrounding land is largely vacant and is currently used for dryland farming. There are isolated residences approximately 0.25 miles to the southeast, and to the southwest approximately 0.5 miles there is a housing tract. Directly south of Parcels 2 and 3 is vacant undeveloped farmland, beyond which there are three residential structures. Approximately 2.2 miles to the southeast exists a natural gas industrial facility owned and operated by San Diego Gas & Electric. Northeast of the facility, across World Logistics Center Parkway, are more residential structures. Dryland farming activities occur east of Parcels 2 and 3 across World Logistics Center Parkway. Land to the south of Parcels 2 and 3 has been planned and zoned for the World Logistics Center.

The Proposed Project site is currently comprised of two parcels, identified as Parcel 2 and Parcel 3 of Parcel Map 35629 in the Highland Fairview Corporate Park Land Plan. Parcel 2 has a General Plan Designation of Business Park, and a Zoning Designation of Light Industrial. Parcel 3 has a General Plan Designation of Commercial, and a Zoning Designation of Community Commercial; refer to **Exhibit 4, Highland Fairview Corporate Park Land Plan (Current)**. Parcel 2 contains 22.3 gross acres with an allowable building area of 600,00 square feet of industrial uses. Parcel 3 contains 13.2 gross acres with an allowable building area of 120,000 square feet of commercial uses. Parcel 2 was originally contemplated as part of Phase 2, and Parcel 3 was originally contemplated as part of Phase 3 of the Highland Fairview Corporate Park. Parcels 2 and 3 are now proposed for development of a single logistics building, described further below.

2.2 Proposed Project Description

The Proposed Project consists of a General Plan Amendment for Parcel 3 from Commercial to Business Park and a Change of Zone for Parcel 3 from Community Commercial to Light Industrial; refer to **Exhibit 5, Proposed Zoning and General Plan Designations**. These changes are intended to allow for the development of a logistics facility of up to 800,000 square feet to be constructed to support the expanding operations of the existing logistics facility on Parcel 1 (building occupied by Skechers). It is anticipated that the use of the building would be similar in nature to the existing Skechers building located directly east of Parcels 2 and 3. Finally, the Proposed Project includes a Plot Plan for City review, which indicates a single logistics building of approximately 767,960 SF, which is consistent with the proposed General Plan Amendment and Zone Change request described above. The Plot Plan submittal includes a proposed Site Plan (**Exhibit 6, Site Plan¹**) and

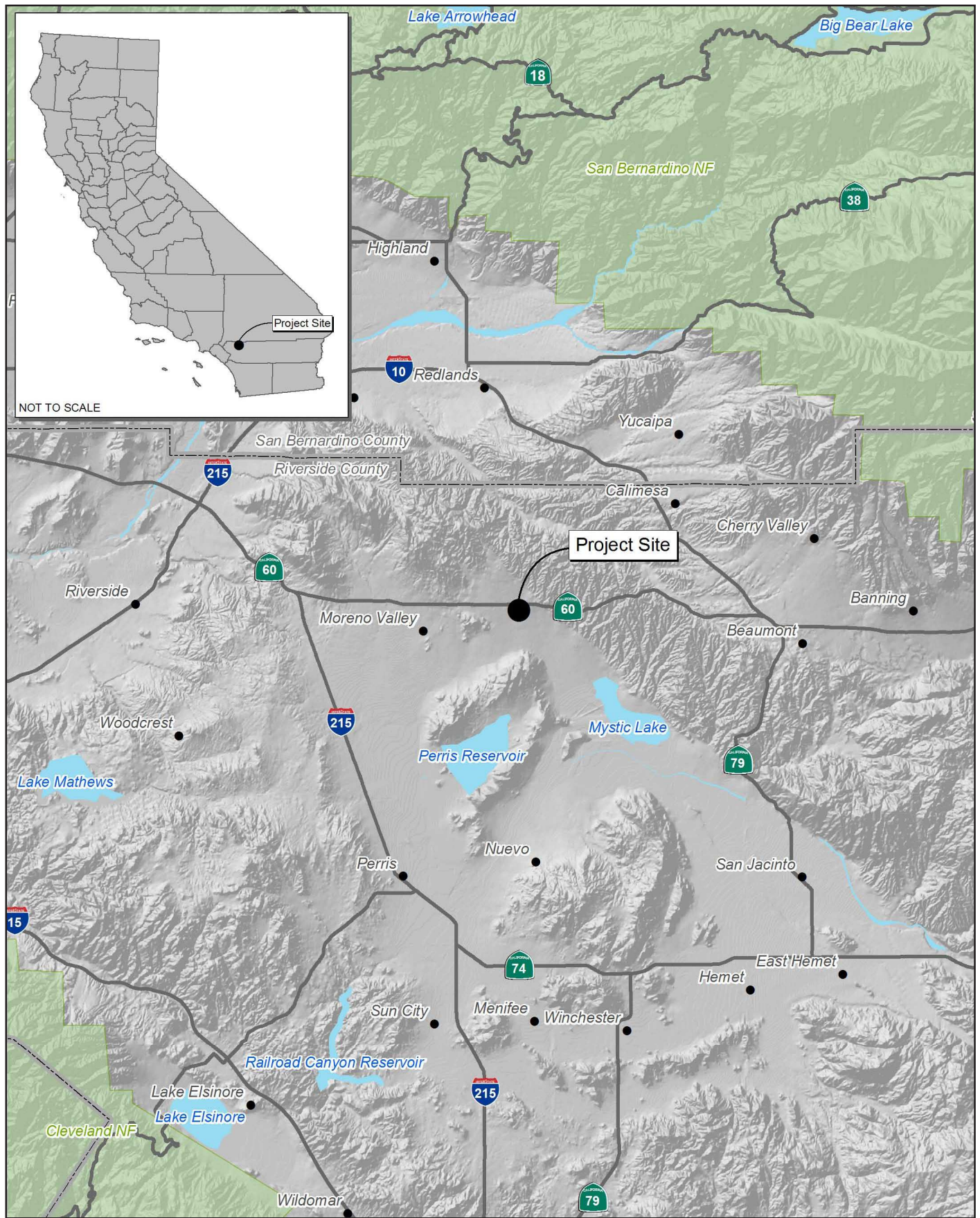
¹ Note that the Site Plan shows two roundabouts on Eucalyptus. These would only be constructed as part of the future Redlands Boulevard improvements or future projects south of the Proposed Project. The applicant would initially construct interim improvements, which would be reviewed as part of the City's typical development review process.

related exhibits, including a Preliminary Grading Plan, Preliminary Utility Plan, and proposed building elevations (available for review at City offices).

2.3 Proposed Project Approvals

The City of Moreno Valley is the Lead Agency as set forth in CEQA Guidelines §15102 and is responsible for reviewing and approving the Addendum to the HFCP Final EIR. The City will consider the following discretionary approvals for the development of Parcels 2 and 3 of Parcel Map 35629:

- General Plan Amendment (for the land use change from Commercial to Light Industrial on Parcel 3)
- General Plan Amendment (if determined necessary by the City Council, to clarify that roundabouts are an acceptable means of achieving Circulation Element Objectives including Objective 5.5.2)
- Change of Zone (for change in zone from Commercial to Light Industrial on Parcel 3)
- Plot Plan



Source: Census 2000 Data, The CaSIL, MBA GIS 2007.

EXHIBIT 1: Regional Location
Highland Fairview Corporate Park Addendum EIR
Parcels 2 and 3 of Tentative Parcel Map 35629 Project



Not to scale

Kimley»Horn



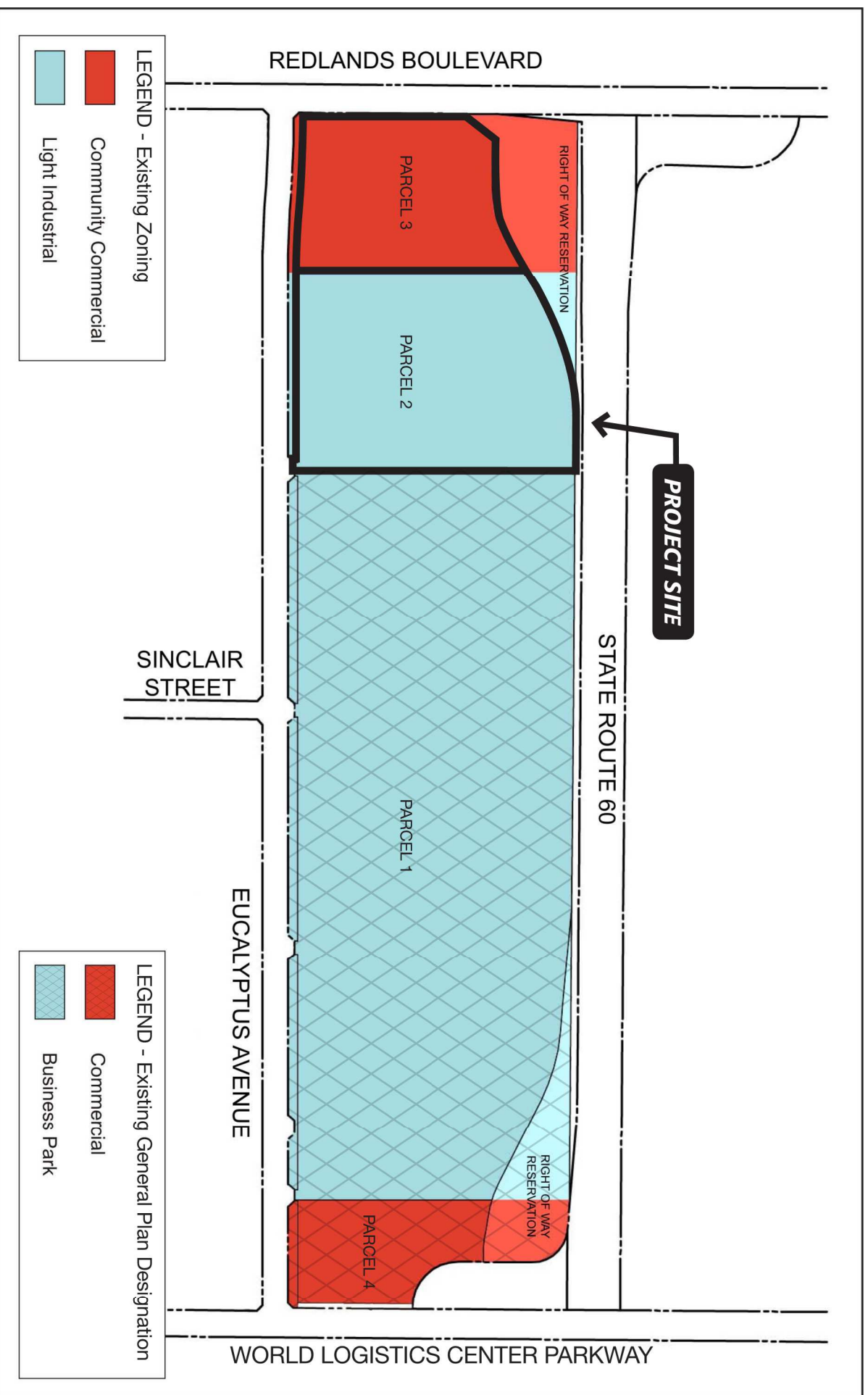
Source: Inland Aerial Surveys, Inc. (Flown January 11th, 2008)

EXHIBIT 2: Proposed Project Vicinity Map
Highland Fairview Corporate Park Addendum EIR
Parcels 2 and 3 of Tentative Parcel Map 35629 Project



Not to scale

Kimley»Horn

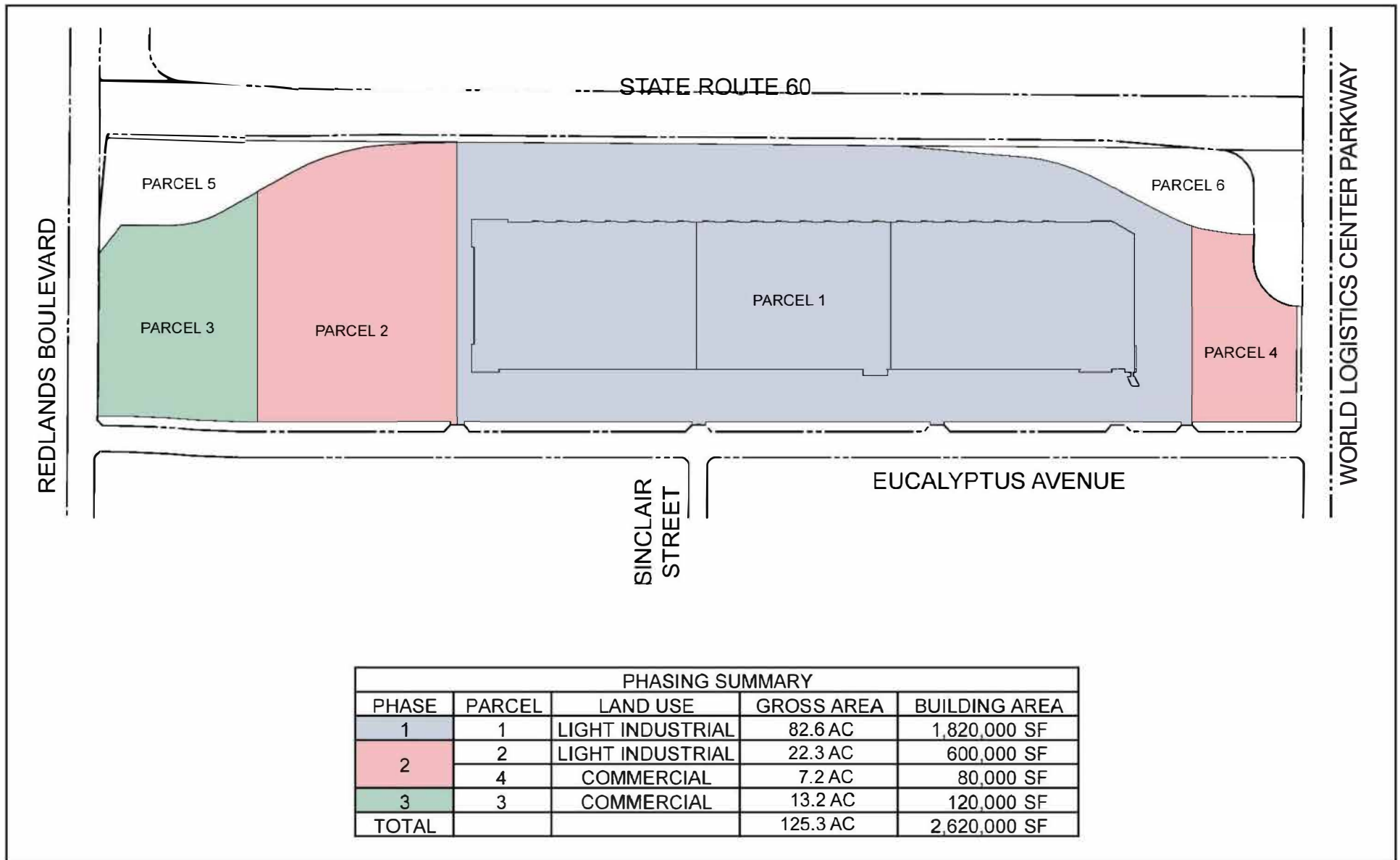


Source: RBF Consulting, January 2008.

EXHIBIT 3: Proposed Project Site
 Highland Fairview Corporate Park Addendum EIR
 Parcels 2 and 3 of Tentative Parcel Map 35629 Project



Not to scale



Source: RBF Consulting, January 2008.

EXHIBIT 4: Highland Fairview Corporate Park Land Plan (Current)

Highland Fairview Corporate Park Addendum EIR
 Parcels 2 and 3 of Tentative Parcel Map 35629 Project



Not to scale

Kimley»Horn

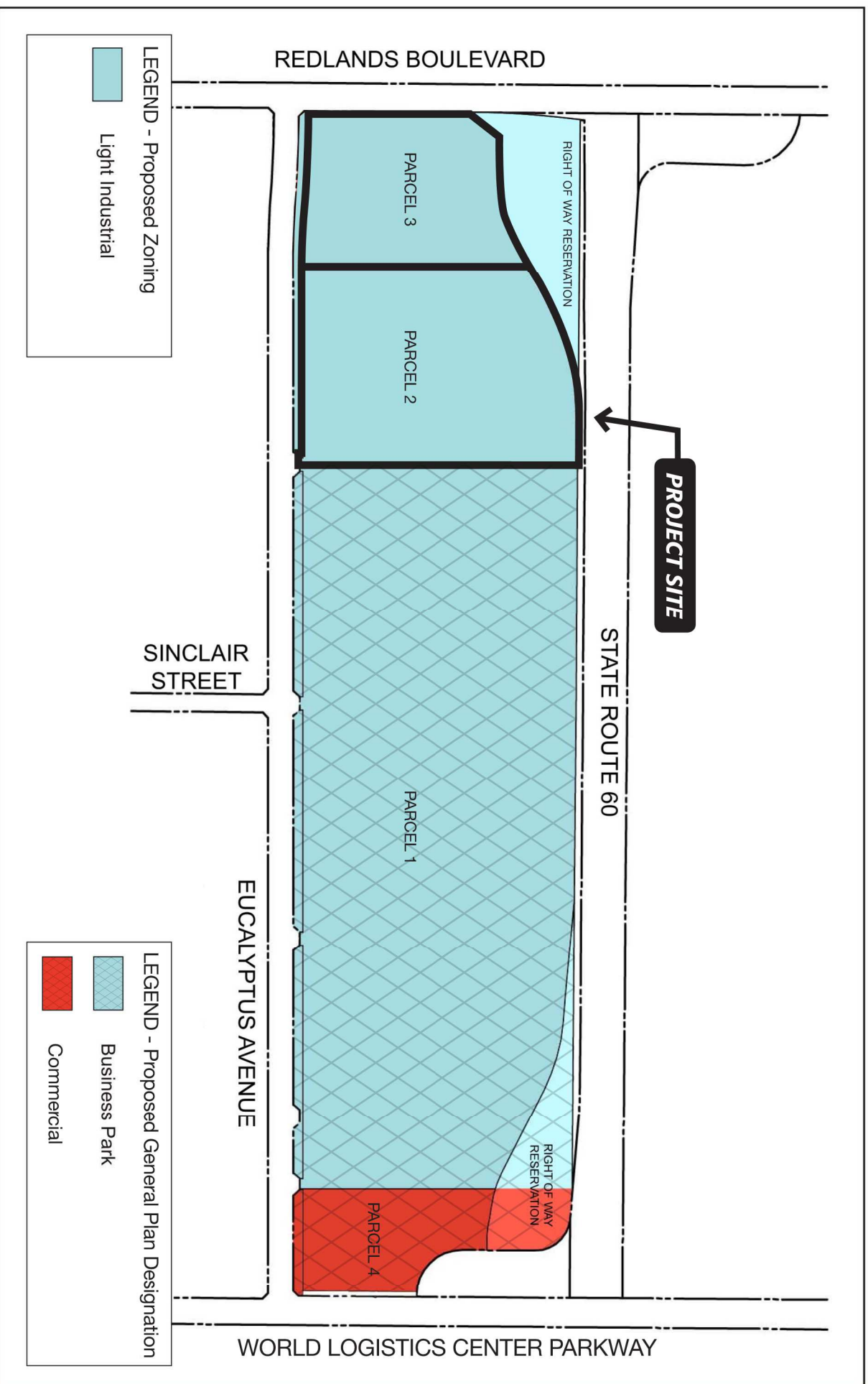


EXHIBIT 5: Proposed Zoning and General Plan Designations
Highland Fairview Corporate Park Addendum EIR
Parcels 2 and 3 of Tentative Parcel Map 35629 Project



Not to scale

3 HIGHLAND FAIRVIEW CORPORATE PARK ENVIRONMENTAL IMPACT ANALYSIS SUMMARY

The environmental impact findings of the HFCP Final EIR are summarized below.

No Impact: The HFCP Final EIR determined that no impact would occur with respect to the following environmental topic areas below:

- Agricultural Resources (Impact 5.2-2);
- Biological Resources (Impact 5.4-2, Impact 5.4-3, Impact 5.4-4);
- Hazards and Hazardous Materials (Impact 5.7-4);
- Hydrology and Water Quality (Impact 5.8-7);
- Land Use (Impact 5.9-1);
- Noise (Impact 5.11-4, Impact 5.11-5);
- Population and Housing (Impact 5.12-2, Impact 5.12-3);
- Public Services (Impact 5.13-4, 5.13-5); and
- Transportation and Traffic (Impact 5.14-4, Impact 5.14-5).

Less Than Significant Impact: The HFCP Final EIR identified less than significant impacts in the following environmental topic areas:

- Aesthetics, Light and Glare (Impact 5.1-2, Impact 5.1-3);
- Agricultural Resources (Impact 5.2-3);
- Air Quality (Impact 5.3-1, Impact 5.3-5);
- Geology and Soils (Impact 5.6-1, Impact 5.6-2, Impact 5.6-3, Impact 5.6-4, Impact 5.6-5, Cumulative Impacts);
- Hazards and Hazardous Materials (Impact 5.7-2, Impact 5.7-3, Impact 5.7-5);
- Hydrology and Water Quality (Impact 5.8-1, Impact 5.8-2, Impact 5.8-3, Impact 5.8-4, Impact 5.8-5, Impact 5.8-6, Cumulative Impacts);
- Mineral Resources (Impact 5.10-1, Impact 5.10-2);
- Noise (Impact 5.11-2, Cumulative Impacts);
- Population and Housing (Impact 5.12-1)
- Public Services (Impact 5.13-1, Impact 5.13-3);
- Transportation and Traffic (Impact 5.14-2)
- Utilities and Service Systems (Impact 5.15-1, Impact 5.15-2, Impact 5.15-3, Impact 5.15-4, Impact 5.15-5, Impact 5.15-6, Impact 5.15-7, Impact 5.15-8, Cumulative Impacts).

Less Than Significant Impact With Incorporation of Mitigation: The HFCP Final EIR identified impacts that could be mitigated to less than significant levels with the incorporation of mitigation measures in the following environmental topic areas:

- Aesthetics, Light, and Glare (Impact 5.1-4);
- Air Quality (Impact 5.3-2, Impact 5.3-4, Cumulative Impacts);
- Biological Resources (Impact 5.4-1, Impact 5.4-5, Impact 5.4-6, Cumulative Impacts);
- Cultural Resources (Impact 5.5-1, Impact 5.5-2, Impact 5.5-3, Cumulative Impacts);
- Hazards and Hazardous Materials (Impact 5.7-1, Cumulative Impacts);
- Land Use and Planning (Impact 5.9-2, Impact 5.9-3, Cumulative Impacts);
- Noise (Impact 5.11-1, Impact 5.11-3);
- Public Services (Impact 5.13-2);
- Transportation and Traffic (Impact 5.14-1, Impact 5.14-3, Cumulative Impacts)

Significant and Unavoidable Impact: The HFCP Final EIR identified significant and unavoidable impacts in the following environmental topic areas:

- Aesthetics, Light, and Glare (Impact 5.1-1, Cumulative Impacts)
- Agricultural Resources (Impact 5.2-1, Cumulative Impacts);
- Air Quality (Impact 5.3-3, Cumulative Impacts);
- Global Climate Change and Greenhouse Gases (Impact 5.16-1, Impact 5.16-2, Cumulative Impacts).

4 ENVIRONMENTAL IMPACT ANALYSIS AND APPROVALS FOR THE PROPOSED PROJECT

The scope of the City's review of the Proposed Project is limited by provisions set forth in CEQA and the State CEQA Guidelines. This review is limited to evaluating the environmental effects associated with the Proposed Project relative to those analyzed in the HFCP Final EIR. This Addendum also reviews new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the HFCP Final EIR was certified. This evaluation includes a determination as to whether the changes identified as a result of the Proposed Project would result in any new significant impacts or a substantial increase in a previously identified significant impact.

Although State CEQA Guidelines §15164 does not stipulate the format or content of an Addendum, the topical areas identified in the City of Moreno Valley Environmental Checklist (Checklist) were used as guidance for this Addendum. This comparative analysis provides the City with the factual basis for determining whether any changes in the Highland Fairview Corporate Park project, any changes in circumstances or any new information since the HFCP Final EIR was certified would require additional environmental review or preparation of a Subsequent EIR or Supplemental EIR.

Section 5, Determination of Appropriate CEQA Documentation, includes a discussion of the recently adopted revisions to the State CEQA Guidelines. Following completion of the draft Addendum, the State of California adopted revisions to the State CEQA Guidelines. These CEQA Guidelines became effective on December 28, 2018. Pursuant to CEQA Guidelines §15007(d), the City of Moreno Valley must comply with the new Guidelines 120 days after they become effective, which in this case is April 28, 2018. Although the Proposed Project is currently planned to come before the Planning Commission and City Council before April 28, 2018, City staff have provided a supplemental discussion of CEQA Guidelines Appendix G topics where appropriate.

Pursuant to §15162 of the State CEQA Guidelines, the City has determined, on the basis of substantial evidence in the light of the whole record, that the Proposed Project will not result in substantial changes in the environmental impacts of the Highland Fairview Corporate Park project, no substantial changes in circumstances would occur which would require major revisions to the HFCP Final EIR, and no new information of substantial importance has been revealed since the certification of the HFCP Final EIR that would result in either new significant effects or an increase in the severity of previously analyzed significant effects.

A Mitigation Monitoring and Reporting Program (MMRP) was adopted as a part of the HFCP Final EIR that minimized impacts associated with development of the Highland Fairview Corporate Park. The previously adopted mitigation measures applicable to the Proposed Project will be imposed as conditions of the Proposed Project, as modified by this Addendum EIR. An updated MMRP will be included as part of the Project approval documents to be considered by the City.

Note: Additions to the HFCP Final EIR Mitigation Measures are identified as underline. Deletions are identified with ~~strikethrough~~. Also note that the City Council, if it approves the Addendum and the Proposed Project, will have to adopt a Statement of Overriding Considerations if it is determined that there will still be any significant environmental impacts.

4.1 Aesthetics

Summary of Previous Environmental Analysis

The HFCP Final EIR determined that even with Mitigation Measure A-2, which requires that enhanced architectural and landscaping treatments be utilized, impacts to the scenic vista resulting from the development of the Highland Fairview Corporate Park would remain significant and unavoidable. Impacts associated with the visual character and scenic resources of the Highland Fairview Corporate Park site were determined to be less than significant and no mitigation was required. Impacts associated with light/glare and scenic resources were determined to be less than significant with the implementation of Mitigation Measure A-1, which requires that during construction, the construction manager ensure that construction lighting be limited within the work areas. Cumulative impacts were determined to be significant and unavoidable. Both Mitigation Measures A-1 and A-2 are applicable to the Proposed Project.

Threshold (a) Have a substantial adverse effect on a scenic vista.

The Proposed Project would not have a substantial adverse effect on a scenic vista beyond what was analyzed in the HFCP Final EIR. The Proposed Project includes a General Plan Amendment from Commercial to Business Park and a Change of Zone from Community Commercial to Light Industrial for Parcel 3 of Parcel Map 35629, part of the Highland Fairview Corporate Park. Additionally, it is anticipated that in the future, Parcels 2 and 3 would be developed with up to 800,000 square feet of logistics facilities uses consistent with the development regulations for the Light Industrial zone.

The Proposed Project is similar to and would be consistent with, the existing building occupied by Skechers (Skechers building) to the east. The maximum building height for the Proposed Project's future industrial uses on Parcels 2 and 3 is assumed to be 60 feet, which is approximately 2 feet taller than the highest point on the existing adjacent Skechers building.² The attached **Exhibit 5.1-5 and 5.1-6** from the HFCP Draft EIR have been modified to show an approximate two-foot increase in building height on the existing Skechers building, to illustrate that the slight increase in height is virtually indistinguishable as a change, and does not represent a "substantial increase" in severity of impact. The future 800,000 square foot building would essentially extend the view line of the existing Skechers building into Parcel 2 and 3, by approximately 1,200 feet. The views of the new building will be similar to that of the existing Skechers building, also represented in the site photo shown below, taken on the SR-60 eastbound adjacent to the Skechers building. Furthermore, when the future Redlands Boulevard/SR-60 eastbound on-ramp is constructed, this ramp will be elevated and landscaped, which will further obscure views of the future Proposed Project. As shown by the Plot Plan, Exhibit 6, the Proposed Project will comply with applicable development standards, including building heights and setbacks.

² The HFCP Final EIR assumed heights for the Skechers building of up to 65 feet, including architectural features (DEIR, page 5.1-8). The Plot Plan submittal for the Proposed Project shows building elevations with up to 58 feet in height, consistent with this maximum 60 foot assumption.



Existing Condition



View west of Redland Blvd looking northeast towards freeway.
Visual Analysis

Project Completion

Source: Focus 360.



Michael Brandman Associates

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Exhibit 5.1-3 Visual Simulations Pre and Post Development (B)

HIGHLAND FAIRVIEW CORPORATE PARK
ENVIRONMENTAL IMPACT REPORT



View of Existing Skechers Building from SR-60 Eastbound

The Proposed Project will be required to develop extensive landscaping in conformance with Municipal Code Landscape Guidelines required by the City of Moreno Valley. At buildout, the landscape concept will serve to soften and screen, or filter, views of the building to be constructed on Parcels 2 and 3, particularly along the north elevation adjacent to SR-60. This will also soften the views of the building to be constructed on Parcels 2 and 3 from the SR-60. Additionally, similar to the existing Skechers building, Parcels 2 and 3 would be approximately 25 feet below grade of the SR-60. As such, only approximately 35 feet of building façade height would be visible from the SR-60.

For these reasons, the Proposed Project's encroachment into the viewshed would not be significantly different than found in the HFCP Final EIR. Accordingly, no new impacts relative to adverse effects on a scenic vista or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of significant and unavoidable impacts.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Mitigation Measure A-2 of the HFCP Final EIR would be applicable to the development of Parcels 2 and 3.

MM A-2: Enhanced architectural and landscaping treatment shall be utilized along the building frontage with State Route (SR) 60 to minimize or soften views of long expanses of the upper elevations of buildings. Examples of alternative treatment measures may include, but not be limited to the following:

- Use of color; or
- Texture variation; or
- Roof line variation.

Conclusion

A significant and unavoidable impact was identified in the HFCP Final EIR with respect to scenic vistas. As discussed above, the development of Parcels 2 and 3 would not significantly contribute to any new or more severe scenic vista impacts. Mitigation Measure A-2 above would further reduce impacts. Therefore, no new and/or modified mitigation measures are required for issues related to aesthetics.

Threshold (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

Refer to Section 4.1(a) above. Parcels 2 and 3 do not contain any scenic resources such as trees, rocks, outcroppings, or historic buildings within a state scenic highway corridor, and as such, no impact would occur. Parcels 2 and 3 are, however, located adjacent to SR-60, which is designated as a scenic road under the Existing General Plan. The impacts to views from the SR-60 are discussed above under Section 4.1 (a), above.

Accordingly, no new impacts relative to adverse effects on scenic resources or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

No significant impacts to scenic resources are identified in the HFCP Final EIR and the Proposed Project would not have any significant impacts. Therefore, no new and/or modified mitigation measures are required for issues related to aesthetics.

Threshold (c) Substantially degrade the existing visual character or quality of the site and its surroundings.

Refer to Section 4.1(a) above. As previously stated, Parcels 2 and 3 currently consist of graded land adjacent to industrial uses to the east, and vacant land immediately to the west and south. The SR-60 freeway is located directly north of Parcels 2 and 3. The area around Parcels 2 and 3 is urbanizing and the proposed Change of Zone and General Plan Amendment would provide a compatible land use for future

development. The Proposed Project would be required to go through Design Review for site and architectural review with the City. Additionally, similar industrial uses have been physically established within the immediate vicinity of Parcels 2 and 3, and more are planned in the general vicinity of Parcels 2 and 3. Future development of the site would improve the character of the surrounding area with enhanced landscape and attractive exterior design that would provide improved scenic aspects and much-needed infrastructure improvements in the area. Therefore, the change in visual character would not significantly impact the site or the surrounding area. Impacts are less than significant.

Accordingly, no new impacts relative to adverse aesthetic impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

No significant impacts to the visual character of Parcels 2 and 3 have been identified. The building to be constructed on Parcels 2 and 3 will be designed consistent with the guidelines and standards established by the City of Moreno Valley. Therefore, no new and/or modified mitigation measures are required for issues related to visual character and/or quality.

Threshold (d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

The Proposed Project has the potential to introduce additional sources of light and glare during both construction and operation of the building. Future uses would introduce new sources of light and glare into the general area from street and security lighting, outdoor building lighting, and light generated from project-related traffic. Any future lighting from the Proposed Project would be highly visible from the SR-60 freeway. Additionally, as previously stated in the HFCP Final EIR, buildout of the Highland Fairview Corporate Park, including the development of Parcels 2 and 3, has the potential to impact nighttime views from portions of the existing residential subdivision located approximately 0.25 miles to the southwest. Light and glare generated from Parcels 2 and 3 was previously contemplated in the HFCP Final EIR.

As identified in the HFCP Final EIR, future development on Parcels 2 and 3 would be required to adhere to the City of Moreno Valley's lighting requirements. Specifically, the Proposed Project will be required to install onsite lighting such that no operation, activity, or lighting fixture shall create illumination, direct or indirect, which exceeds 0.5-foot candles on any adjacent property. All lighting will be required to be designed to project downward and shall not create glare on adjacent properties. Light generated from the Proposed Project's traffic, including truck deliveries, will be largely confined to those segments of World Logistics Center Parkway and Redlands Boulevard between new Eucalyptus Avenue and SR-60, as well as new Eucalyptus Avenue itself between World Logistics Center Parkway and Redlands Boulevard. As such, potential glare from headlights would largely be confined to these roads and is not considered substantial. Additionally, as further discussed in Section 4.16, the Proposed Project would generate far

less traffic than what was previously contemplated for the Highland Fairview Corporate Park in the HFCP Final EIR. As such, fewer traffic light and glare impacts would be generated with the Proposed Project.

The Proposed Project would also be required to conform to standards in accordance with General Plan Policy 2.10.5, which requires that development projects adjacent to freeways provide landscaped buffer strips along the ultimate freeway right-of-way; General Plan Policy 2.10.7, which requires that onsite lighting not cause nuisance levels of light or glare on adjacent properties; General Plan Policy 2.10.8, which requires that lighting improve the visual identification of structures; General Plan Policy 2.10.10, which requires the minimization of the use and visibility of reverse frontage walls along streets and freeways by such treatments as landscaping, berming, and side-on cul-de-sacs; General Plan Policy 2.10.11, which requires developers to screen and buffer nonresidential projects from adjacent residential property and other sensitive land uses when necessary to mitigate noise, glare, and other adverse effects on adjacent uses; General Plan Policy 2.10.12, which requires screening parking areas from streets to the extent consistent with surveillance needs (e.g. mounding, landscaping, low profile walls, and/or grade separations); and General Plan Policy 2.10.13, which requires providing landscaping in automobile parking areas to reduce solar heat and glare.

Accordingly, no new impacts relative to adverse light and glare impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Mitigation Measure A-1 is applicable to the Proposed Project.

MM A-1 During project construction, the construction site manager or supervisor shall ensure that construction lighting shall be limited to lighting within the work area and light trespass shall be avoided through directional lighting, shielding, and other similar control measures.

Conclusion

No significant impacts associated with light and glare are identified in the HFCP Final EIR and the Proposed Project would not have any significant impacts. Therefore, no new and/or modified mitigation measures are required for issues related to aesthetics.

Cumulative Impacts

Cumulatively, the additional loss of a scenic vista from SR-60 would create unavoidable significant cumulative impacts. Since certification of the HFCP Final EIR in February 2009, the City approved the World Logistics Center (WLC) Specific Plan in November 2015, which allows logistics related uses and associated infrastructure on the 2,610-acre site immediately adjacent and south of Parcels 2 and 3. The Proposed Project would be consistent in character with the development contemplated in the approved WLC Specific Plan. The Proposed Project does not represent any new or more severe impacts relative to aesthetics, light or glare, on an individual or cumulative basis.

Overall Aesthetics Impact Conclusion

With regard to Public Resources Code §21166 and the State CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to aesthetics. Therefore, the preparation of a subsequent environmental impact report is not warranted.

4.2 Agricultural and Forestry Resources

Summary of Previous Environmental Analysis

The HFCP Final EIR identified that development of the Highland Fairview Corporate Park would create a significant and unavoidable impact with respect to the conversion of farmland to non-agricultural use. The HFCP Final EIR identified that no impacts that would occur with respect to conflicts with Williamson Act contracts or existing zoning. Additionally, a less than significant impact was found with respect to other changes resulting in farmland conversion to non-agricultural use. Mitigation measures were identified in the HFCP Final EIR from the City's General Plan EIR to reduce potential impacts. However, the HFCP Final EIR found that these mitigation measures were infeasible, and as such were not adopted.

Threshold (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use; and

Threshold (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract; and

Threshold (c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Parcels 2 and 3 are currently zoned Community Commercial and Light Industrial and are currently designated as Commercial and Business Park in the City's General Plan. The Proposed Project will change the zoning of one parcel (Parcel 3) to Light Industrial, and change the General Plan designation to Business Park to be consistent with the zoning and planning on Parcels 1 and 2. As such, the proposed General Plan and Change of Zone would not conflict, convert, or change agricultural uses to non-agricultural uses. Parcels 2 and 3 have been graded and are not being utilized for farming activities. As such, no impacts would occur.

Accordingly, no new impacts relative to adverse agricultural impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Agricultural Resources Impact Conclusion

While significant and unavoidable impacts were identified in the HFCP Final EIR with respect to agricultural uses, the Proposed Project itself would not create any impacts with respect to agricultural uses. As such, when compared to the Highland Fairview Corporate Park previously analyzed in the HFCP Final EIR, the Proposed Project would result in reduced impacts.

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to agricultural resources. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.3 Air Quality

The HFCP Final EIR determined that construction emissions resulting from the development of the Highland Fairview Corporate Park would exceed the South Coast Air Quality Management District's (SCAQMD's) regional emission significance thresholds for volatile organic compounds (VOC) and nitrogen oxides (NO_x) during Phase 1 and VOC during Phases 2 and 3. Implementation of Mitigation Measures MM AQ-1 through MM AQ-10 would reduce most of the Phase 1 construction impacts to a less than significant level, but particulate matter less than or equal to 10 microns in diameter (PM₁₀) would continue to be a significant impact. The HFCP Final EIR concluded that construction PM₁₀ emissions would be significant and unavoidable despite implementation of mitigation.

The HFCP Final EIR determined that the Highland Fairview Corporate Park would generate long-term operational emissions that would exceed the SCAQMD's regional thresholds for VOC, NO_x, CO, PM₁₀, and particulate matter less than or equal to 2.5 microns in diameter (PM_{2.5}) during all three phases. Mitigation Measures MM AQ-11, MM AQ-12, and MM AQ-13 would reduce diesel particulate matter (DPM) emissions from the diesel truck traffic servicing the Highland Fairview Corporate Park and reduce operational health risk impacts to less than a significant level. The HFCP Final EIR also determined that the Highland Fairview Corporate Park's operational emissions contributions to the ozone and PM_{2.5} emission burden would have a cumulatively considerable impact. Operational impacts were determined to be significant and unavoidable. However, the Highland Fairview Corporate Park was consistent with the Air Quality Management Plan (AQMP) and would not interfere with attainment because its growth is included in the projections utilized in the formulation of the AQMP.

An Air Quality, Greenhouse Gas, and Noise EIR Addendum Analyses Technical Memorandum was prepared by Kimley-Horn and Associates (November 2018) for the Proposed Project. For the purpose of this Addendum, the technical study evaluates construction and operational impacts associated with the Proposed Project relative to impacts identified in the HFCP Final EIR. The Technical Memorandum is included in this Addendum as **Appendix A**, and the results are summarized herein.

Threshold (a) Conflict with or obstruct implementation of the applicable air quality plan.

The HFCP Final EIR found less than significant impacts related to consistency with the AQMP. Based on the Proposed Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (October 2018), the Proposed Project would generate 90 percent fewer trips on a daily basis using Skechers traffic count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to those predicted in the HFCP Final EIR for the two parcels 2 and 3 (see **Section 4.16**, Transportation/Traffic, and **Appendix D** for additional discussion).³ The reduction in vehicle trips would result in a reduction in operational emissions; refer to the discussion for Threshold (b), below. As such, the change in land use designation would not substantially change the intensity of development on the two parcels.

The Proposed Project's air quality impacts would be consistent with development in the area and would be in compliance with applicable AQMP measures. Therefore, no new impact relative to air quality emissions or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of

³ The HFCP Final EIR trip generation for Parcels 2 and 3 was 7,614 daily trips for 600,000 square feet of logistics and 120,000 square feet of commercial uses. The proposed development of 800,000 square feet on Parcel 2 and 3 of logistics generates 737 daily trips using Skechers traffic data and 1,120 daily trips using ITE 10th Edition rates, which is a 90 percent and 85 percent reduction, respectively.

substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the significance determination in the HFCP Final EIR.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (b) Violate an air quality standard or contribute to an existing or projected air quality violation.

The Proposed Project is under the jurisdiction of the SCAQMD and is located within the South Coast Air Basin (SCAB). The SCAB includes all of Orange County, and portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is in a federal and state non-attainment area for ozone and PM_{2.5}; and a state nonattainment area for ozone, PM₁₀, and PM_{2.5}. An area is considered to be in non-attainment status when air pollution persistently exceeds the State or National Ambient Air Quality Standards.

Construction

The Highland Fairview Corporate Park anticipated the development grading and construction of the entire Highland Fairview Corporate Park site. Although the Proposed Project would allow an additional 80,000 square feet of building construction, it would not increase the grading area. The impacts resulting from the additional 80,000 square feet of building construction would be consistent with prior EIR findings. Therefore, implementation of Mitigation Measures MM AQ-1 through MM AQ-10 would still be required. No new construction impacts would occur. Appendix A includes construction emissions calculations, which show that after the implementation of Mitigation Measures AQ-1 through MM AQ-10 as shown in **Table 4.3-1 (Mitigated Construction Emissions)**, the Proposed Project would not exceed SCAQMD thresholds NO_x but would be lower than what was analyzed in the HFCP Final EIR, except for PM_{2.5} and SO_x. However, these emissions would not be significant and would not represent a substantial increase.

Operations

The main source of air pollutant emissions during operations is from motor vehicles. Other stationary emissions, such as appurtenant equipment onsite, would be similar to that assumed in the HFCP Final EIR, consistent with uses of this type, and regulated by applicable City, SCAQMD and other agency programs and requirements (Appendix A, pages 109-110, show specific stationary source emission estimates based on proposed land uses and CalEEMod). As noted above, based on the Proposed Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (September 2018), the Proposed Project would generate approximately 85 percent fewer trips on a daily basis using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the trips predicted in the HFCP Final EIR for parcels 2 and 3. Operational emissions associated with the Proposed Project are summarized in **Table 4.3-2 (Operational Emissions (with mitigation) – Project with ITE 10th Edition Trip Generation Rates)** and **Table 4.3-3 (Operational Emissions (with mitigation) – Project with Skechers Trip Generation Rates)**. The estimated emissions associated with proposed operations are compared to the emissions analyzed in the HFCP Final EIR. As shown in **Table 4.3-2 and Table 4.3-3**, the Proposed Project, is estimated to generate

fewer air pollutant emissions than what was considered in the HFCP Final EIR. The vehicle trips for Proposed Project would be lower than the trip generation estimates in the HFCP Final EIR, and corresponding air pollutant emissions would also be lower than what had been estimated in the HFCP Final EIR. Therefore, no new operational impacts would occur.

Table 4.3-1: Mitigated Construction Emissions

Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project¹ <i>800,000 square feet of logistics (EIR Parcels 2 and 3)</i>						
Construction Year 2019	69	80	67	0	8	5
Construction Year 2020	69	2	5	0	1	0
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Approved Highland Fairview Corporate Park Final EIR² <i>600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>						
Parcel 2	111	105	121	0	14	4
Parcel 3	98	39	35	0	8	2
Difference³	-42	-29	-54	0	-6	1
ROG= reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter 10 microns in diameter or less; PM _{2.5} = particulate matter 2.5 microns in diameter or less						
Notes: 1. Emissions modeled with CalEEMod version 2016.3.2. Mitigation includes compliance with SCAQMD Rule 403 (Dust Control). Refer to Appendix A for model outputs. 2. Emissions from the approved <i>HFCP Final EIR</i> , Table 5.3-27 and Table 5.3-28 (2008). 3. The highest daily emissions from Proposed Project construction are compared to the Approved Project emissions to be conservative.						

Table 4.3-2: Operational Emissions (with mitigation) – Project with ITE 10th Edition Trip Generation Rates

Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project¹ <i>800,000 square feet of logistics (Parcels 2 and 3)</i>						
	43	184	129	0	15	7
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	No	Yes	No	No	No	No
Approved Highland Fairview Corporate Park Final EIR² <i>600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>						
	157	1,116	1,344	3	367	94
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	Yes	Yes	Yes	No	Yes	Yes

Table 4 .3-2: Operational Emissions (with mitigation) – Project with ITE 10th Edition Trip Generation Rates

Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Difference	-114	-932	-1,215	-3	-352	-87
ROG= reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter 10 microns in diameter or less; PM _{2.5} = particulate matter 2.5 microns in diameter or less						
Notes:						
1. Proposed Parcel 2 and 3 operational emissions were modeled with CalEEMod version 2016.3.2 using ITE 10 th Edition trip rates (Table 4 of Appendix D), and HFCP Final EIR fleet mix and trip lengths. Mobile source emissions use EMFAC2017 emissions factors. Refer to Appendix A for model outputs.						
2. Parcel 2 and 3 emissions are derived from the approved <i>HFCP Final EIR</i> , Table 5.3-31, page 3-217 (2008).						

Table 4 .3-3: Operational Emissions (with mitigation) – Project with Skechers Trip Generation Rates

Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project¹ <i>800,000 square feet of logistics (Parcels 2 and 3)</i>	40	145	101	0	11	6
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	No	Yes	No	No	No	No
Approved Highland Fairview Corporate Park Final EIR² <i>600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>	157	1,116	1,334	3	367	94
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	Yes	Yes	Yes	No	Yes	Yes
Difference	-117	-971	-1,234	-3	-356	-88
ROG= reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter 10 microns in diameter or less; PM _{2.5} = particulate matter 2.5 microns in diameter or less						
Notes:						
1. Proposed Parcel 2 and 3 operational emissions were modeled with CalEEMod version 2016.3.2 using Skechers trip generation rates (Table 2 of Appendix D), and HFCP Final EIR fleet mix and trip lengths. Mobile source emissions use EMFAC2017 emissions factors. Refer to Appendix A for model outputs.						
2. Parcel 2 and 3 emissions are derived from the approved <i>HFCP Final EIR</i> , Table 5.3-31, page 3-217 (2008).						

Mitigation Program

Mitigation Measures from the HFCP Final EIR

The HFCP Final EIR includes measures to reduce potential impacts associated with the development of the Highland Fairview Corporate Park. The following measures from the HFCP Final EIR, as updated, are applicable to the Proposed Project:

Construction

MM AQ-1 Prior to construction of the project, the project applicant shall comply with SCAQMD Rule 403 by providing a Fugitive Dust Control Plan that describes the application of best

management practices to control fugitive dust during construction. Best management practices shall include:

- Application of water on disturbed soils a minimum of three times per day;
- Covering haul vehicles;
- Replanting disturbed areas as soon as practical;
- Restricting vehicle speeds on unpaved roads to 15 mph;
- Suspension of all grading activities during high wind speeds in excess of 25 mph.
- A Large Operation notification shall be submitted to the SCAQMD prior to construction.
- Project applicant to designate a person(s) to monitor the dust control program and to order increased watering, as necessary.
- Post a sign with the telephone number and person to contact regarding dust complaints. The person shall take corrective action within 24 hours.
- Complete all roadways, driveways, sidewalks, etc. as soon as possible; building pads should be developed as soon as possible after grading unless seeding, polymer, water, landscaping, soil binders, or similar means are applied within five working days after grading completion to minimize fugitive dust.
- Street sweeping shall be accomplished as needed to remove soil transport to adjacent areas; sweeping shall require use of equipment certified under SCAQMD Rule 1186.1.

MM AQ-2

The project applicant shall meet CARB standards by assuring use of lowest emission construction equipment reasonably available for use on this project. All off-road equipment with a horsepower rating of 25 horsepower or greater used on the Project Site during the construction of the Project will meet a minimum Tier III rating and at least 80 percent of such equipment will meet a minimum Tier IV rating and that the general contractor certify that this requirement has been satisfied. ~~The construction fleet average shall meet or exceed Tier II level and the applicant shall provide incentives in the bidding process in selecting construction contractors that propose the lowest emission construction equipment (i.e., high-pressure injectors; smaller engine sizes; electric equipment; gasoline-powered equipment with catalytic converters; and alternatively fueled construction equipment).~~

The applicant shall also provide incentives in the bidding process in selecting grading and construction contractors that propose the use of equipment using Level III diesel particulate filters.

Note: Mitigation Measure MM AQ-2 has been updated to be consistent with the HFCP Final EIR Settlement Agreement (January 7, 2010) and the latest SCAQMD recommended practices for a project of this size.

MM AQ-3

During project construction, construction equipment shall be properly maintained in accordance with manufacturer's specifications; maintenance shall include proper tuning

and timing of engines. During maintenance, precautions shall be taken to ensure that fuel is not leaked onto the ground. Equipment maintenance records and equipment design specification data sheets shall be kept onsite during construction and subject to inspection by the SCAQMD.

- MM AQ-4** During project construction, the developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use or prohibit idling in excess of ~~five (5)~~ three (3) minutes.

Note: Mitigation Measure MM AQ-4 has been updated to be consistent with the latest SCAQMD recommended practices for a project of this size.

- MM AQ-5** Prior to issuance of a grading permit, the project applicant shall provide a traffic control plan to the City of Moreno Valley that will describe in detail safe detours around the project construction site with temporary traffic control (e.g., flag person) during construction-related truck hauling activities, as required by the City. Construction activities that affect traffic flow on the arterial system shall be minimized by scheduling such activities to off-peak hours. Construction truck travel shall be routed to minimize travel on congested streets and near to sensitive receptor areas. Construction traffic shall gain access to the project site via World Logistics Center Parkway (formerly Theodore Street) and Eucalyptus Avenue to the greatest extent possible to minimize traffic and dust along Redlands Boulevard. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.

Note: Mitigation Measure MM AQ-13 has been updated to reflect the current street name.

- MM AQ-6** All paints shall be low VOC paints and applied using either high volume low-pressure (HVLV) spray equipment or by hand application. For a list of low VOC paints, refer to the website www.aqmd.gov/prdas/brochures/paintguide.html.

- MM AQ-7A** *Construction Phases.* Prior to the issuance of grading permits, the developer shall provide documentation to the City of Moreno Valley indicating that construction workers will be encouraged to carpool to the greatest extent practical, including providing information on park and ride programs available to workers. The project shall also provide for lunch services onsite during construction to minimize the need for offsite vehicle trips. Workers shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.

- MM AQ-7B** *Occupancy.* Prior to the issuance of occupancy permits, the project applicant shall provide documentation to the City of Moreno Valley indicating that tenant workers will be encouraged to carpool to the greatest extent practical including providing information on park and ride programs available to employees. Employees shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.

- MM AQ-8** During project construction, onsite electrical hook-ups shall be provided for electric construction tools including saws, drills, and compressors, to minimize the need for diesel-powered electric generators.
- MM AQ-9** During construction, rumble or bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads, or wash off trucks or any equipment leaving the site with each trip.
- MM-AQ-10** Offsite construction improvements shall be limited to an 8-hour day during daylight hours.

Conclusion

No new impact relative to air quality emissions evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would alter the Final EIR's significance finding.

Threshold (c) Result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors).

The HFCP Final EIR for the Highland Fairview Corporate Park determined that cumulative contributions to the ozone and PM_{2.5} emission burden would result in a cumulatively considerable impact. As noted above, the Proposed Project would result in fewer vehicle trips than predicted in the HFCP Final EIR and would not substantially change the intensity of development on the site. Therefore, no new impacts would occur. HFCP Final EIR Mitigation Measures MM AQ-11 through MM AQ-13 would be required to reduce impacts from diesel exhaust emissions.

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated with the development of the Highland Fairview Corporate Park. The following measures from the HFCP Final EIR, as updated, are applicable to the Proposed Project:

Mitigation Measures from the HFCP Final EIR

Refer to Mitigation Measures MM AQ-1 through MM AQ-10, above. The following additional mitigation measures are also required:

- MM AQ-11** All project entrances shall be posted with signs which state:
- a) Diesel trucks servicing the project shall not idle for more than 3 minutes; and
 - b) Telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
- MM AQ-12** Electricity shall be provided in the loading dock areas for transportation refrigeration units visiting the site, if any.

Note: Mitigation Measure MM AQ-13 has been satisfied through the City's approval of the World Logistics Center Specific Plan.

- MM AQ-14** Electrical hookups shall be provided for transport refrigeration units within the Commercial component (Phases II and III) to eliminate the need for idling of diesel-powered transport refrigeration units.
- MM AQ-15** The project applicant shall include in all new lease documents the requirement that the tenants shall utilize only trucks using refrigeration units capable of utilizing electrical hook-ups for deliveries to the tenant.
- MM AQ-16** All diesel truck servicing logistics facilities on Parcels 2 and 3 shall meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other diesel alternatives. Facility operators shall maintain a log of all trucks servicing the facility to document that trucks meet these emissions standards. This log shall be available for inspection by City staff at any time. The project applicant shall encourage its tenants to do the following: have a compressed workweek schedule for its employees; include electric powered and/or compressed natural gas fueled trucks and/or vehicles in fleets; require or provide incentives to use California Air Resources Board certified particulate filters that meet Level III requirements; use “clean” trucks, such as 2007 or newer model year or 2010 compliant; use electric yard trucks; use trucks with SmartWay 1.25 rating; and electrify auxiliary power units. The applicant shall provide documentation of its efforts to the satisfaction of the City.
- Note: Mitigation Measure MM AQ-16 has been updated to be consistent with the latest standard practices and SCAQMD recommendations. The mitigation measure has been modified to remove the requirement that all trucks be 2007 or newer. Due to its close similarity to this mitigation measure, MM AQ-22 has been removed.*
- MM AQ-17** The project shall be designed such that the check-in point for trucks is inside the facility property to ensure that there are no trucks queuing outside the facility.
- MM AQ-18** Food services shall be provided onsite.
- MM AQ-19** Prior to the Issuance of Occupancy Permits, written evidence shall be provided to the Planning and Transportation Engineering Divisions that the project applicant shall include in all new lease documents the requirement that the tenant shall provide employees with incentives for carpooling or impose a parking fee.
- MM AQ-20** The property owners association shall maximize use of electrical equipment for landscape maintenance.
- MM AQ-21** Prior to the issuance of a certificate of occupancy for Phase 3, traffic signals, including interconnect hardware installed, or paid for, in whole or in part, by the project applicant shall be synchronized by the applicant, to the satisfaction of the City Engineer.

Conclusion

No new impact relative to cumulative air quality emissions or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would alter the Final EIR's significance finding.

Threshold (d) Expose sensitive receptors to substantial pollutant concentrations.

The HFCP Final EIR determined that implementation of Mitigation Measures MM AQ-1 through MM AQ-13 would reduce impacts to sensitive receptors to a less than significant level. The nearest sensitive receptors to Parcels 2 and 3 include residences located approximately 650 feet north of Parcels 2 and 3 (across SR-60) and approximately 1,000 feet southwest of Parcels 2 and 3 along Redlands Boulevard.

Construction

The Highland Fairview Corporate Park project anticipated the development grading and construction of the entire Highland Fairview Corporate Park site. Although the Proposed Project would allow an additional 80,000 square feet of building construction, it would not increase the grading area. The impacts resulting from the additional 80,000 square feet of building construction would be consistent with the certified HFCP Final EIR. After the implementation of Mitigation Measures AQ-1 through MM AQ-10 as shown in **Table 4.3-1**, impacts would also be below emissions levels predicted in the HFCP Final EIR for the Proposed Project.

Operations

The HFCP Final EIR determined that operational emissions would not exceed the SCAQMD's localized significance thresholds. During operations, the number of vehicles (including heavy trucks) associated with the Proposed Project would be lower than what was analyzed in the HFCP Final EIR. Therefore, operational emissions and impacts to sensitive receptors would not increase and the Proposed Project would not result in the exposure of sensitive receptors to substantial pollutant concentrations. The Proposed Project would not alter the conclusions of the HFCP Final EIR. No new significant air quality impacts would occur.

Carbon Monoxide Hotspots. The HFCP Final EIR determined that the Highland Fairview Corporate Park's traffic in combination with existing levels of traffic along with the growth in ambient traffic and traffic from future related projects would not result in a carbon monoxide (CO) hotspot. Vehicle exhaust is the primary source of CO emissions. Consequently, the highest ambient CO concentrations are generally found within close proximity to congested intersection locations. As noted above, the Proposed Project would generate approximately 90 percent fewer trips on a daily basis using Skechers traffic count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the number of trips predicted in the HFCP Final EIR for Parcels 2 and 3. Therefore, the Proposed Project would not increase congestion beyond what was analyzed in the HFCP Final EIR and would not result in a CO hotspot.

Health Risk Assessment. The HFCP Final EIR determined that operational health risk impacts would be less than significant with the implementation of MM AQ-11, MM AQ-12, and MM AQ-13.⁴ Health risks associated with logistics facilities occur from diesel particulate emissions from truck traffic. Mitigation Measures MM AQ-11 and MM AQ-12 would require idling limitations and the electrification of the loading dock areas and would reduce diesel particulate matter emissions from the associated diesel truck traffic. MM AQ-14 and AQ-15 would further reduce diesel truck idling and related emissions. MM AQ-16 would substantially reduce diesel truck emissions by requiring that all diesel trucks servicing the Proposed

⁴ HFCP Final EIR, page 3-40 (Response 6-8).

Project meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other diesel alternative. According to a December 2015 study by the Health Effects Institute, harmful emissions such as Nitrogen oxides were reduced by as much as 90 percent by mandatory use of 2010-compliant trucks.⁵ Furthermore, as discussed above, the Proposed Project would generate fewer vehicle trips (including trucks) than what was analyzed in the HFCP Final EIR.⁶ Therefore, due to the modern engines and reduced trips, air emissions and associated health risks would also be lower than what was predicted in the HFCP Final EIR, no new impacts would occur.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Refer to Mitigation Measures MM AQ-1 through MM AQ-13, above.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (e) Create objectionable odors affecting a substantial number of people.

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include the following: agriculture, wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Proposed Project will result in a logistics facility and does not propose to include any odor-inducing uses on Parcels 2 or 3. The Proposed Project would not result in a source of objectionable odors; no impact would occur.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required for issues related to odors.

Overall Air Quality Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the development allowed by the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to air quality. Construction emissions associated with the Proposed Project would not be significant and would not represent a substantial increase over emissions analyzed in the HFCP Final EIR. As the trips associated with the Proposed Project would be lower than the trip generation estimates in the HFCP Final EIR (approximately 90 percent fewer trips on a daily basis using

⁵ Health Effects Institute, Advanced Collaborative Emissions Study (ACES) Executive Summary, page 20. A copy of the study is available at the City's Planning Department

⁶ The HFCP Final EIR assumed that trucks would make up 54 percent of the total vehicle trips for logistics uses and Parcels 2 and 3 would generate 548 daily truck trips. Applying this truck percentage to the Skechers trip generation for Parcels 2 and 3 would result in 398 daily truck trips.

Skechers traffic count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the number of trips predicted in the HFCP Final EIR for the two Parcels), associated air emissions would also be lower than was predicted in the HFCP Final EIR, so no new operational impacts would occur. Finally, the Proposed Project would use roundabouts at two intersections along the Proposed Project's frontage. Roundabouts reduce vehicle idling and vehicle acceleration/deceleration times which are both associated with increased air quality pollutants and GHG emissions.⁷

The Proposed Project would generate fewer vehicle trips, and would not result in a CO hotspot. Additionally, air emissions and associated health risks would also be lower than what was predicted in the HFCP Final EIR and no new impacts would occur. Therefore, operational emissions and impacts to sensitive receptors would not increase and the Proposed Project would not result in the exposure of sensitive receptors to substantial pollutant concentrations. Therefore, preparation of a subsequent environmental impact report is not warranted.

⁷ The State Air Resources Board's 2017 Scoping Plan specifically identifies roundabouts as one of the strategies to reduce GHG emissions (page 29 of the Final Environmental Analysis).

4.4 Biological Resources

The HFCP Final EIR determined that with mitigation, the development of the Highland Fairview Corporate Park would not result in a significant impact to biological resources. A Biological Resources Assessment Update was prepared for Parcels 2 and 3 of Parcel Map 35629 Project (prepared by Jericho Systems Inc., dated October 2018, included as **Appendix B** to this Addendum). Jericho Systems Inc. did not find any significant impacts related to biological resources due to the Proposed Project.

Threshold (a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

The site conditions of Parcels 2 and 3 were unchanged at the time of the September 2018 field visit. The parcels have been grubbed/mowed recently for control of weedy species, which primarily consists of non-native annual grasses - red and ripgut bromes (*Bromus rubens* and *B. diandrus* respectively), along with common weedy non-native herbaceous species such as tumbleweed (*Salsola tragus*) and summer mustard (*Hirschfeldia incana*). Wildlife observed during site visit within the Proposed Project boundaries and adjacent surrounding properties were ravens (*Corvus corax*). No other animals were observed. The site is largely unchanged from the conditions present during the time of the Biological Resources Assessment in the HFCP Final EIR.

Federally Sensitive Plants

There have been no additional plant listings for a federal sensitive status that would impact Parcels 2 and 3. Further, there was no evidence of the sensitive plant species or evidence of suitable habitat for the sensitive species, as identified in the HFCP Final EIR. Therefore, there are no federally sensitive plants in Parcels 2 and 3.

Federally Sensitive Wildlife

Species evaluated for their potential to occur within the boundary of the Highland Fairview Corporate Park in the HFCP Final EIR included: Riverside fairy shrimp, southwestern willow flycatcher, least Bell's vireo, Stephens' kangaroo rat, and western yellow-billed cuckoo. No suitable habitat for any of these species were determined to be present within the Highland Fairview Corporate Park, except for the Stephens kangaroo rat (SKR). Marginal habitat was observed along existing roadsides and within active pasture areas. Because the Highland Fairview Corporate Park was within the known range of SKR, and low-quality habitat was identified within areas of the Highland Fairview Corporate Park, it was determined that there was a moderate potential for SKR to occupy some portion of the Highland Fairview Corporate Park.

Parcels 2 and 3 are located within the boundaries of the SKR Habitat Conservation Plan (SKRHCP) fee area and not located within a SKRHCP Core Reserve Area.

September 2018 Update - Stephens' kangaroo rat is nocturnal and lives a mainly subterranean lifestyle, only appearing above ground for around one hour per night. Burrows may be constructed by the rat itself or it may utilize the old burrows of pocket gophers (*Geomyidae* species) or California ground squirrels (*Otospermophilus beecheyi*). The burrows of Stephens' kangaroo rat are usually around 45 centimeters deep. Stephens' kangaroo rat is found in open

grassland habitats where the sparse vegetation is mainly composed of shrubs, sagebrush, grasses and forbs. The preferred terrain is usually slightly sloped or flat, with well-drained, loose soil which is at least 50 centimeters deep. It is also known to colonize abandoned agricultural areas and other disturbed habitats.

Parcels 2 and 3 are heavily graded and bounded by natural barriers on the north (SR-60), and a warehouse on the east. The southern border consists of vacant lands disturbed by agriculture. Two burrows were discovered on the southeast end of Parcels 2 and 3, near the warehouse, but the specific species occupying the burrows could not be determined during the September 2018 field survey. There were no signs of current use by birds or fossorial mammals based on entrance observations (no recent tracks, scat, whitewash, castings, prey remains, feathers, etc.) and both burrow entrances had a significant amount of spider webbing at the entrances and continuing down the burrow cavity.

California Sensitive Plants

No California sensitive plant species, including those identified by the California Native Plant Society (CNPS) were known to occur on or in the vicinity of Parcels 2 and 3, and no suitable habitat occurred onsite for any California sensitive plant species studied in the HFCP Final EIR.

September 2018 Update –There was no evidence of any of the California state sensitive plant species, or habitat for the species identified in the HFCP Final EIR on Parcels 2 or 3.

California Sensitive Wildlife

Various California wildlife of various sensitivities were analyzed in the HFCP Final EIR for their potential to occur within the Highland Fairview Corporate Park, inclusive of Parcels 2 and 3. No suitable habitat was found in the study area to support California sensitive wildlife, except for SKR (previously identified), burrowing owl (BUOW), loggerhead shrike and California horned lark. Therefore, it was determined that SKR and burrowing owl have the potential to occur within the Highland Fairview Corporate Park area.

September 2018 Update - the September 2018 field survey identified two burrows consistent in size and construction with that of California ground squirrels. No squirrels were observed during the site visit, and the burrows appeared have been inactive for some period of time-based on observations of spider webs in the burrow entry. No individuals or signs of SKR, BUOW, horned lark, or loggerhead shrikes were observed during the site visit.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Mitigation measures BR-1 and BR-3 are applicable to the Proposed Project. It should be noted that Mitigation Measure BR-2 is not applicable to the Proposed Project as the Project Applicant paid the required mitigation fees prior to mass grading of the entire Highland Fairview Corporate Park, inclusive of Parcels 2 and 3. As such, Mitigation Measure BR-2 has already been satisfied.

MM BR-1 To avoid impacts to nesting birds covered under the MBTA, vegetation removal activities involving established perennial vegetation located in the urban/developed plant community shall be avoided during avian nesting season (February 15 through August 31). If the nesting season cannot be avoided, a nesting bird survey shall be provided no more than thirty (30) days prior to vegetation removal activities. If no active nests are observed,

construction activity may proceed with no further monitoring. If active nests are observed, a biological monitor shall be present during any construction activity within the vicinity of the nest. Construction activity may encroach within the vicinity of the nesting birds at the discretion of the biological monitor. Construction activity may proceed once the nestlings have fledged the nest.

MM BR-3 A pre-construction clearance survey for burrowing owl shall be provided. The pre-construction survey shall be conducted by a qualified biologist no more than thirty (30) days prior to any grading or ground disturbing activities.

If construction is to be initiated during the breeding season (February 1 through August 31) and burrowing owl is determined to occupy any portion of the study area during the 30-day pre-construction survey, consultation with the CDFG and USFWS shall take place and no construction activity shall take place within 500 feet of an active nest/burrow until it has been determined that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow. No disturbance to active burrows shall occur without appropriate permitting through the MBTA and/or CDFG.

If active burrowing owl burrows are detected outside the breeding season (September through January), or within the breeding season but owls are not nesting or in the process of nesting, passive relocation may be conducted following consultation with the CDFG and USFWS. Construction activity may occur within 500 feet of the active nests at the discretion of the biological monitor.

Conclusion

The Proposed Project would be consistent with the HFCP Final EIR in that it would not result in a significant impact to special status plant and/or wildlife species. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would alter the impact finding of special status wildlife species.

Threshold (b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Parcels 2 and 3 are located in an area of the MSHCP that requires a habitat assessment for species occupying riparian/riverine areas, specifically least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. No riparian/riverine habitat occurred on Parcels 2 and 3 and none of the associated wildlife species had any potential to occur on the site.

The September 2018 field survey also found no evidence of species occupying riparian/riverine areas, or riparian/riverine habitat on Parcels 2 or 3. Therefore, no new impacts relative to riparian habitat or other sensitive natural community or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Not applicable.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

A formal jurisdictional delineation conducted in May and August 2007 concluded that the Highland Fairview Corporate Park did not contain any drainage features subject to the jurisdiction of the USACE, RWQCB, and/or CDFG. The study area contained five non-jurisdictional features that include two agricultural ditches, one gully, and two roadside ditches. According to the Jurisdictional Delineation, these features do not meet the minimum requirements to be considered jurisdictional by the regulatory agencies because of their lack of connectivity to any downstream waters, and the absence of a consistent bed and bank and ordinary high-water mark. Additionally, roadside ditches are excavated wholly in uplands that do not carry relatively permanent water flows. These features are not traditional navigable waters or relatively permanent waters. They also do not meet the USACE significant nexus requirements. No jurisdictional wetlands were determined to occupy any portion of the Highland Fairview Corporate Park.

As previously discussed, Parcels 2 and 3 were previously mass graded as part of the development of the Skechers Building on Parcel 1, and as such, do not contain any riparian resources or jurisdictional waters. Therefore, no new impacts relative to wetlands or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Conclusion

The Proposed Project would be consistent with the HFCP Final EIR in that it would not result in a significant impact to special status wildlife species. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would alter the impact finding of special status wildlife species.

Threshold (d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Parcels 2 and 3 are adjacent to SR-60 and are bordered by agricultural, logistic, and residential development in all directions. The nearest linkage area as identified under the MSHCP is Proposed Linkage 5 and is located approximately 3 miles north of the site. It was determined that the Proposed Project would not impede the movement of any wildlife; therefore, no impact would occur to any wildlife movement corridor.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (e) Conflict with any local policies or ordinances related to protecting biological resources, such as a tree preservation policy or ordinance.

Parcels 2 and 3 have already been mass graded and do not contain trees, and as such, would not conflict with local policies or ordinances that protect these resources. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

As previously discussed, Mitigation Measure BR-2 is no longer applicable to the project, as the fees to satisfy this mitigation measure have been paid.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Parcels 2 and 3 are located within the City of Moreno Valley, which is within the Reche Canyon/Badlands Area Plan of the MSHCP. As a participant of the MSHCP, the City of Moreno Valley will only approve projects that are consistent with the goals of the MSHCP. MBA conducted an MSHCP Consistency Analysis for the Highland Fairview Corporate Park in 2008 and found that the site requires MSHCP participation. As such, Mitigation Measure BR-4 from the HFCP Final EIR requires payment of the mandatory mitigation fee to the MSHCP. The MSHCP fees were paid by the Project Applicant prior to mass grading all of the Highland Fairview Corporate Park, inclusive of Parcels 2 and 3. As such, Mitigation Measure BR-4 has already been satisfied.

Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

As previously discussed, Mitigation Measure BR-4 is no longer applicable to the Proposed Project, as the fees to satisfy this mitigation measure have been paid.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Biological Resources Impacts Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to biological resources. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.5 Cultural Resources

The HFCP Final EIR determined that no potentially significant impacts would occur to cultural resources with the implementation of Mitigation Measures CR-1 through CR-6. BCR Consulting LLC prepared the Cultural Resources Assessment Update for the Proposed Project (October 2018), which is summarized herein and included as **Appendix C** to this Addendum.

Threshold (a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5; and

Threshold (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

Threshold (c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

No significant historic resources were found on within the boundaries of the Highland Fairview Corporate Park, inclusive of Parcels 2 and 3. This determination was confirmed in the Cultural Resources Assessment Update prepared by BCR Consulting in 2018. Additionally, because the entire Highland Fairview Corporate Park was previously mass graded as part of the Skechers project, BCR Consulting concluded that the potential for archaeological and/or paleontological resources to existing onsite is considered low. Nevertheless, implementation of Mitigation Measures CR-1 through CR-5 from the HFCP Final EIR are applicable to the Proposed Project and would reduce potential impacts to a level of less than significant.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Conclusion

The Proposed Project would have a less than significant impact to historical, archaeological, and/or paleontological resources with the implementation of Mitigation Measures CR-1 through CR-5 from the HFCP Final EIR. No new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Furthermore, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of less than significant impact with mitigation under this threshold.

Threshold (d) Disturb any human remains, including those interred outside of formal cemeteries.

According to the HFCP Final EIR, Parcels 2 and 3 are not located within a known or suspected cemetery and there are no known human remains within Parcels 2 and 3. State law related to the discovery of human remains, specifically California Health and Safety Code §§7050.5 to 7055, provides guidance should human remains be discovered during construction. The likelihood of finding human remains is low and the resulting impact is considered less than significant. Additionally, should human remains be found, Mitigation Measure CR-6 from the HFCP Final EIR would be applicable to the Proposed Project and would reduce potential impacts to a level of less than significant. This finding is consistent with the findings made in the HFCP Final EIR. Additionally, no new information of substantial importance that was not known and

could not have been known at the time the HFCP Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

The following mitigation measures in the Addendum to the HFCP Final EIR, and associated Mitigation Monitoring and Reporting Plan (MMRP), are hereby revised as follows, in response to consultation with the Soboba Band of Luiseño Indians, as a result of SB-18 consultation.

MM CR-1 Prior to the issuance of a grading permit, a City-approved Project Archaeologist shall be retained to initiate and supervise cultural resource mitigation-monitoring during project-related earthmoving in all areas of the project, subject to certain constraints found in MM CR-2. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction.

MM CR-2 Project-related archaeological monitoring shall include the following constraints:

1. All construction-related earthmoving shall be monitored to a depth of ten (10) feet below grade by the Project Archaeologist or his/her designated representative;
2. Once 50 percent of the earth to be moved has been examined by the Project Archaeologist, the Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected;
- ~~3. If buried cultural resources are detected during monitoring, monitoring must continue until 100 percent of virgin earth within the study area has been disturbed and inspected by the Project Archaeologist or his/her designated representative.~~
- ~~34.~~ Grading shall cease in the area of a cultural artifact or potential cultural artifact as delineated by the Project Archaeologist or his/her designated representative. Grading should continue in other areas of the site while particular find are investigated; and
- ~~45.~~ If cultural artifacts are uncovered during grading, they shall be examined by a professional archaeologist subject to MM CR-3, and decisions shall be made as to mitigation, treatment and/or disposition in consultation with the culturally affiliated Tribe(s), as determined by the City. A mitigation-monitoring report must accompany the artifacts.
5. If any suspected archaeological resources are discovered during ground-disturbing activities and the Project Archaeologist or Native American Tribal Representatives are not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and the Tribal Representatives to the site to assess the significance of the find.
6. The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to SB18 to address the details, timing and responsibility of

all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:

- Project grading and development scheduling
- The Project archeologist and the Consulting Tribes(s) as defined in CR-1 shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis
- The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

MM CR-3

Should buried historic or prehistoric cultural resources be encountered during monitoring or construction activities at the project site, the resources shall be evaluated for significance in consultation with the culturally affiliated Tribe(s), as determined by the City, following CEQA Guidelines prior to continuance of grading in the area. work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration, and shall be implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in CR-1 before any further work commences in the affected area.

In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), one or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department:

1. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.

2. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure CR-1. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in CR-1. The location for the future reburial area shall be identified on a confidential exhibit on file with the City and concurred to by the Consulting Native American Tribal Governments prior to certification of the environmental document.

MM CR-4 Prior to the issuance of a grading permit, The City of Moreno Valley and the Developer shall ~~designate culturally affiliated Tribe(s) to monitor the project.~~ secure agreements with the Soboba Band of Luiseño Indians for tribal monitoring. Qualified representatives of the Tribal Group(s) shall be granted access to the project site to monitor all activities monitored by the Project Archaeologist. The Developer is also required to provide a minimum of 30 days advance notice to the tribes of all mass grading and trenching activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed. If the Native American Tribal Representatives suspect that an archaeological resource may have been unearthed, the Project Archaeologist or the Tribal Representatives shall immediately redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the Native American Tribal Representatives, the Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 21083.2.

MM CR-5: The City shall verify that the following note is included on the Grading Plan:

"If any suspected archaeological resources are discovered during ground-disturbing activities and the Project Archaeologist or Native American Tribal Representatives are not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and the Tribal Representatives to the site to assess the significance of the find."

MM CR-6: If human remains are discovered, no further disturbance shall occur in the affected area until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be notified within 24 hours of the published finding to be given a reasonable opportunity to identify the "most likely descendant". The "most likely descendant" shall then make recommendations, and engage in consultations concerning the treatment of the remains (California Public Resources Code 5097.98). Although considered unlikely, there is always the possibility that ground-disturbing activities may uncover previously unknown human remains. Should this occur, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed. In the event of an accidental discovery or recognition of any human remains, California Health & Safety Code 7050.5 and California Public Resource Code

~~(PRC) Section 5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains, the following steps shall be taken:~~

- ~~1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a determination as to disposition and treatment is made. The Riverside County Coroner shall be contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the NAHC within 24 hours to allow the NAHC to identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD may make recommendations and enter into consultation with the landowner, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.~~

Conclusion

The Proposed Project would have a less than significant impact to human remains with the implementation of Mitigation Measure CR-5 from the HFCP Final EIR. No new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Furthermore, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of less than significant impact with mitigation under this threshold.

Overall Cultural Resources Impacts Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to cultural resources. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.6 Geology and Soils⁸

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that development of the Highland Fairview Corporate Park would not result in significant impacts relative to geology and soils, and no mitigation is necessary to reduce potential impacts.

Threshold (a) (i-iv) Expose persons or structures to seismic hazards.

Faulting and Seismicity

As discussed in the HFCP Final EIR, the Highland Fairview Corporate Park is located near the San Jacinto Valley Segment of the San Jacinto Fault, located approximately 600 feet northeast of the boundary of the Highland Fairview Corporate Park. Parcels 2 and 3 are not located directly in an area that is underlain by active fault segments; however, due to the proximity of existing faults, strong seismic shaking is possible.

Adherence to standard engineering practices and design criteria relative to seismic and geologic hazards in accordance with the current California Building Code (CBC) would reduce the significance of potential impacts to less than significant. The CBC includes detailed design requirements related to structural design, soils and foundations, and grading to ensure that public safety risks due to seismic shaking are minimized to below significance.

No new impact relative to seismicity of seismic related hazards or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that changes the impact determination.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

MM GEO-1 During excavation and grading activities a qualified engineering geologist shall observe the in-grading excavation to confirm the absence of any fault features within the building site. If any currently unknown fault features are observed, such features shall be evaluated by the geologist and, if determined necessary, remediation measures or other measures as appropriate shall be implemented to address such features in accordance with applicable City and State requirements. The geologist's record of observations shall be summarized in a final report to be submitted to the City at the conclusion of excavation/grading activities.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

⁸ This section is included because it is included in the HFCP Final EIR. However, the California Supreme Court ruled that an EIR is not required to analyze the effect of the environment-here existing geology and soils on a project. *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (2015).

Threshold (b) Result in substantial erosion or loss of topsoil; and

Threshold (c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; and

Threshold (d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property.

The HFCP Final EIR concluded that impacts associated with soil erosion, unstable soils, and/or expansive soils were less than significant. Construction associated with development within the Highland Fairview Corporate Park, including Parcels 2 and 3, could produce loose soils, which would be subject to erosion during on-site grading and excavation. Grading and trenching for construction may expose soils to short-term wind and water erosion. The Proposed Project would be required to comply with Best Management Practices (BMPs) thus reducing potential impacts to less than significant levels. Additionally, the Highland Fairview Corporate Park site, which includes Parcels 2 and 3, was found to have a low potential for expansive soils. Parcels 2 and 3 have been previously been graded and are generally flat, and as such, landslide potential is minimal. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the finding of less than significant impact under these thresholds.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewer are not available for the disposal of wastewater.

Septic tanks do not currently exist within the Highland Fairview Corporate Park, nor are they proposed as part of the Proposed Project. As such, no impacts would occur.

No new impact relative to geology and soils or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that changes the impact determination.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Geology and Soils Impacts Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to geology and soils. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.7 Greenhouse Gas Emissions (Climate Change)

The HFCP Final EIR determined that greenhouse gas (GHG) emissions would result in a significant and unavoidable impact despite the implementation of Mitigation Measures MM GCC-1 through MM GCC-10.

An Air Quality, Greenhouse Gas, and Noise EIR Addendum Analyses Technical Memorandum was prepared by Kimley-Horn and Associates (November 2018) for the Proposed Project. For the purpose of this Addendum, the technical study evaluates construction and operational impacts associated with the Proposed Project relative to impacts identified in the HFCP Final EIR. The Technical Memorandum is included in this Addendum as **Appendix A** and the results are summarized herein.

Threshold (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Threshold (b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The HFCP Final EIR for the Highland Fairview Corporate Park determined that GHG emissions would be significant and unavoidable despite implementation of mitigation. Based on the Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (**Appendix D**), the Proposed Project would result in fewer vehicle trips than that predicted for Parcels 2 and 3 in the HFCP Final EIR, and fewer associated GHG emissions, including construction and operational emissions. Additionally, even with the slight increase in total square footage to be constructed on Parcels 2 and 3 (the 200,000 square foot increase in logistics facilities and the 120,000 square foot reduction in commercial facilities) as part of the Proposed Project, the resulting combined emission projections for the Proposed Project, fall below HFCP Final EIR projections for Parcels 2 and 3 under each modeled scenario contained in Appendices A and D.

The SCAQMD has adopted a quantitative GHG emission significance threshold of 10,000 MTCO₂e/year to assess direct impacts from industrial projects where the SCAQMD is the lead agency. This threshold was also considered by the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group. However, no threshold has been formally adopted for use by all lead agencies. The GHG CEQA Significance Threshold Stakeholder Working Group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utilities such as sanitation and power companies throughout the South Coast Air Basin, industry groups, and environmental and professional organizations. The numeric threshold was developed to be consistent with CEQA requirements for developing significance thresholds, is supported by substantial evidence, and provides guidance to CEQA practitioners in determining whether GHG emissions from a proposed project are significant.

Operational GHG emissions associated with the Proposed Project are summarized in **Table 4.7-1 (Construction and Operational GHG Emissions [Mitigated])**. The estimated emissions associated with the Proposed Project are compared to the emissions predicted in the HFCP Final EIR for Parcels 2 and 3. **Table 4.7-1** shows project emissions from the Proposed Project are below the SCAQMD 10,000 MTCO₂e threshold and would be 19,906 MTCO₂e less than what was analyzed in the HFCP Final EIR for Parcels 2 and 3.

Table 4.7-1: Construction and Operational GHG Emissions (Mitigated)

Source	Emissions (Metric Tons per Year)
	CO ₂ e ¹
Parcels 2 and 3²	
<i>800,000 square feet of logistics (Parcels 2 and 3)</i>	
Construction Amortized Over 30 Years	46
Area Source (Landscape Equipment)	0.02
Energy (Electricity and Natural Gas)	412
Mobile Sources (Motor Vehicles)	5,390
Off-road (Forklifts)	141
Stationary (Fire Pumps)	115
Waste	189
Water and Wastewater	818
Total	7,111
<i>SCAQMD Industrial Project Threshold</i>	<i>10,000</i>
Exceeds SCAQMD Threshold?	No
Approved Highland Fairview Corporate Park Final EIR– Parcels 2 and 3^{2, 3}	
<i>600,000 square feet of logistics (Parcel 2) in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>	
Construction Amortized Over 30 Years	59
Natural Gas (Energy)	230
Indirect Electricity (Energy)	1,121
Motor Vehicles	25,443
Refrigerants (Area Source)	160
Landscape Equipment (Area Source)	1
Water Transport for Building Uses	37
Water Transport for Landscape	37
Sinks (Onsite Tree Sequestration) ⁴	-68
Total	27,018
Difference	-19,906
CO ₂ e = carbon dioxide equivalent, a metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential	
Notes:	
1. Emissions modeled with CalEEMod version 2016.3.2 using ITE 10 th Edition trip rates and Final EIR fleet mix and trip lengths. CalEEMod vehicle emissions factors were updated with EMFAC2017 vehicle emissions factors. Mobile source emissions based on ITE 10 th Edition trip rates are conservatively presented in this table. Mobile emissions using Skechers trip rates are lower than the emissions shown in this table. Mitigation includes. Refer to Appendix A for model outputs.	
2. Emissions in this table are mitigated. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GHG-6 and MM GHG -8 through MM GCC-11 would be required.	
3. Parcel 2 and 3 emissions are derived from the approved <i>HFCP Final EIR</i> , Table 5.3-27 and Table 5.3-28 (2008).	
4. Sequestration emissions were conservatively not included in the emissions modeling for the proposed development on Parcels 2 and 3.	

Modeled emissions are broken down into the general categories of mobile sources, water demand, energy consumption, area sources, solid waste, and sequestration. Emissions from the Proposed Project from these categories are discussed below.

Construction. Construction would result in direct GHG emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to

the operational emissions⁹. The amortized emissions associated with the Proposed Project would be 47 MTCO₂e per year. The HFCP Final EIR predicted amortized construction emissions from Parcel 2 and 3 as 59 MTCO₂eq. Once construction is complete, the generation of these GHG emissions would cease.

Area Sources. Area source emissions occur from hearths, architectural coatings, landscaping equipment, and consumer products. The Proposed Project involves logistics uses and would not include hearths. Landscaping and consumer products would be limited. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions. As shown in **Table 4.7-1**, the Proposed Project would result in 0.02 MTCO₂e/year. The difference in water demand related energy consumption is primarily due to building area and land use type, as well as differences in consumption and emissions factors.

Energy Consumption. Energy consumption consists of emissions from project consumption of electricity and natural gas. The Proposed Project would result in 412 MTCO₂e/year, while the HFCP Final EIR's prediction for Parcels 2 and 3 would result in 1,351 MTCO₂e/year from energy consumption; refer to **Table 4.7-1**. The difference in energy consumption emissions is primarily due to building area and land use type, as well as differences (i.e., updates) in consumption and emissions factors.

Mobile Sources. Mobiles sources from the Proposed Project were calculated with CalEEMod and Highland Fairview Corporate Park emissions were calculated with URBEMIS (the recommended emissions model at the time the HFCP Final EIR was certified). Both CalEEMod and URBEMIS use the CARB EMFAC emissions database and project-specific land use data to calculate mobile source emissions. The CalEEMod vehicle emissions factors were manually updated with EMFAC2017 vehicle emissions factors. As shown in **Table 4.7-1**, the HFCP Final EIR predicted Parcel 2 and 3 mobile sources would generate 25,433 MTCO₂eq/yr while the emissions predicted from the Proposed Project using the current EMFAC and CalEEMod models would be 5,390 MTCO₂eq/yr. This decrease is due to the lower trip generation with the Proposed Project and the fact that the models reflect the fact that emissions improve over time because of regulatory requirements, inspection and maintenance programs, and fleet turnover.

Water Demand. As shown in **Table 4.7-1**, the Proposed Project operations would result in 818 MTCO₂e/year, an increase from the 74 MTCO₂e predicted in the HFCP Final EIR for Parcels 2 and 3, from the electricity consumption associated with water conveyance and treatment. The difference in water demand related energy consumption is primarily due to building area and land use type, as well as differences in consumption and emissions factors.

Solid Waste. The Proposed Project operations would result in 189 MTCO₂e/year. The HFCP Final EIR did not quantify solid waste emissions for the Highland Fairview Corporate Park.

Sequestration. Sequestration refers to the process of vegetation storing CO₂ (thereby reducing project CO₂ emissions) as landscaping would be added to the site. Conservatively, the emissions modeling for the Proposed Project does not take credit for sequestration. The HFCP Final EIR determined that the vegetation included as landscaping on Parcels 2 and 3 would reduce emissions by 68 MTCO₂e/year.

The HFCP Final EIR did not provide specific information regarding Stationary, Off-Road, or Refrigerant Area Source emissions information. Therefore, no direct comparison can be made at this time.

⁹ The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

As shown in **Table 4.7-1**, the Proposed Project is estimated to generate fewer GHG emissions than what was considered in the HFCP Final EIR for Parcels 2 and 3. Additionally, the Proposed Project would result in 7,112 MTCO₂e per year, which is below the 10,000 MTCO₂e per year threshold and substantially below the 27,018 MTCO₂e predicted for Parcels 2 and 3 in the HFCP Final EIR, therefore no new impacts would occur. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GHG-6 and MM GHG -8 through MM GCC-11 would be required to reduce GHG emissions¹⁰. Therefore, there would not be any new or substantially more severe environmental impacts. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GCC-10 would be required to reduce GHG emissions. Furthermore, since the HFCP Final EIR was adopted, state agencies have implemented additional regulations that will further reduce Proposed Project and cumulative GHG emissions, including:

- California Building Energy Standards and CALGreen Code (effective January 1, 2017);
- Senate Bill 350, approved on October 7, 2015, which increases the state's Renewable Portfolio Standards for electricity providers from 33 percent to 50 percent by December 31, 2030, among other measures;
- California Air Resources Board's Advanced Clean Car program (2012) and Mobile Source Strategy (2016), each of which serve to reduce mobile GHG emissions;
- Executive Order B-16-2012 (Zero Emission Vehicles) which targets having over 1.5 million zero-emission vehicles in the state by 2025;
- Senate Bill 32 (amendments to the California Global Warming Solutions Act) establishing a new target of 40% GHG emission reductions below 1990 levels by 2030;
- Assembly Bill 398 (2017) which extends the state's Cap-and-Trade program through 2030; and
- 2014 and 2017 Scoping Plan Updates (Air Resources Board) which provide a comprehensive plan for the state to achieve its GHG targets through a variety of regulations enacted at the state level.

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated with the development of the Highland Fairview Corporate Park Project. The following measures from the HFCP Final EIR are applicable to the Proposed Project:

Mitigation Measures from the HFCP Final EIR

- MM GCC-1** The project shall be designed to meet applicable 2008 Title 24 energy efficiency requirements, or any more stringent requirements that may be adopted prior to the issuance of building permits for the project.
- MM GCC-2** All buildings shall be designed with "cool roofs" using products certified by the Cool Roof Rating Council, and exposed roof surfaces shall use "cool paints."

¹⁰ It should be noted that MM GHG-7 required the use of biodiesel fuel during construction. However, this measure is not considered feasible because biodiesel would result in additional construction NO_x emissions (an ozone precursor). California Air Resources Board, *Final Report CARB Assessment of the Emissions from the Use of Biodiesel as a Motor Vehicle Fuel in California "Biodiesel Characterization and NO_x Mitigation Study"*, October 2011 and California Air Resources Board, *Final Report CARB Comprehensive B5/B10 Biodiesel Blends Heavy-Duty Engine Dynamometer Testing*, June 2014.

MM GCC-3 The project shall install a photovoltaic array (solar panels) or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, to meet the ~~project's Phase 1 office~~ electricity needs of any offices within the development of Parcels 2 and 3.

Note: MM GCC-3 has been amended to refer to possible office use in the development of Parcels 2 and 3.

MM GCC-4 The design and operation of the project shall use ENERGY STAR-qualified energy efficient products for heating and cooling systems, and for built-in appliances and lighting.

MM GCC-5 To reduce vehicle miles traveled and emissions associated with trucks and vehicles, the following measures shall be implemented to the satisfaction of the Community Development Director, Public Works Director, Building Official and Transportation Division Manager:

- a) Onsite secure, weather-protected bicycle storage parking shall be provided. Onsite showers (one for males and one for females) and lockers for employees shall be provided in each building. Onsite convenient bicycle parking shall be provided for retail customers.
- b) Any traffic lights installed as part of this project shall use Light Emitting Diodes.
- c) Pedestrian and bicycle connections shall be provided to surrounding areas consistent with the Existing General Plan.
- d) A Transportation Management Association (TMA) shall be established for the project by the applicant. The TMA shall coordinate its efforts with other TMAs in the City and encourage and coordinate carpooling by occupants of the project. The TMA shall advertise its services to the building occupants. The TMA shall offer transit or other incentives to the employees to reduce greenhouse gas emissions. A shuttle shall be provided during any one-hour period where the number of employees using public transit exceeds 20 during the period. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordinating rides. Within two months after project completion, the TMA shall submit a plan to the City that outlines the measures the TMA has implemented and contact information.
- e) There shall be preferential parking for carpools, vanpools, and alternatively fueled vehicles.

MM GCC-6 The project shall provide a minimum of two electric-vehicle charging stations.

Note: Mitigation Measure GCC-7 has been deleted as this measure is not considered feasible because biodiesel would result in additional construction NO_x emissions¹¹ (an ozone precursor).

¹¹ California Air Resources Board, *Final Report CARB Assessment of the Emissions from the Use of Biodiesel as a Motor Vehicle Fuel in California "Biodiesel Characterization and NO_x Mitigation Study"*, October 2011 and California Air Resources Board, *Final Report CARB Comprehensive B5/B10 Biodiesel Blends Heavy-Duty Engine Dynamometer Testing*, June 2014.

- MM GCC-8** Prior to issuance of a grading permit, the project shall have in place a City-approved Solid Waste Diversion and Recycling Plan that demonstrates the diversion and recycling of all salvageable and re-useable wood, metal, plastic and paper products used during project construction. A similar Plan shall be in place prior to occupancy that demonstrates the diversion and recycling of all wood, metal, plastic and paper products during on-going operation of the warehouse and office portions of the project. The Plans shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.
- MMGCC-9** The project shall be certifiable under Leadership in Energy and Environmental Design (LEED). The project shall obtain the following credits from the LEED for New Construction & Major Renovations, version 2.2 (or equivalent): Sustainable Sites Credit 7.1: Heat Island Effect, Non-Roof; LEED Energy & Atmosphere Credit 1, Optimize Energy Performance, in part through installing skylights and utilizing energy efficient lighting. Demonstration of certifiability shall be provided to the satisfaction of the City, prior to the issuance of building permits.
- MMGCC-10** The project shall be designed to accommodate trucks utilizing “SmartWay Truck Efficiency” emission reduction features. Trailer tails (extenders) are incompatible with loading docks and are exempt from this measure.
- MM GCC-11** Every truck that enters the site with a gross vehicle weight rating over 10,000 pounds shall have an Engine Certification Label. If it does not have the label, it shall be prohibited from entering the project site.

See also MMs AQ-3, AQ-4, AQ-5, and AQ-7 which reduce GHG emissions.

Conclusion

There are no new significant effects or substantial increase in severity of environmental impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required for issues related to GHG emissions.

Overall Greenhouse Gas Emissions Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to GHG. As noted in the Air Quality discussion, the Proposed Project’s inclusion of roundabouts should further reduce GHG emissions. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.8 Hazards and Hazardous Materials

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant impacts relative to hazards and hazardous materials with implementation of mitigation measures HH-1 through HH-4, which are applicable to the Proposed Project.

Threshold (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

Threshold (b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment; and

Threshold (d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would create a significant hazard to the public or the environment.

LOR Geotechnical Group prepared several Phase I Environmental Site Assessments (Phase I ESA) for the Highland Fairview Corporate Park site, inclusive of Parcels 2 and 3. Site reconnaissance for the entire Highland Fairview Corporate Park site was performed during several site investigations for individual parcels.

The Phase I ESA reports concluded that no significant hazards exist on the Highland Fairview Corporate Park site, and as such, no impacts would occur. No aspect of the Proposed Project would change or increase the HFCP Final EIR's determination. As such, no new impact relative to hazards and/or hazardous materials or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that changes the impact determination.

The HFCP Final EIR determined that depending on the combustibility and flammability of the contents inside the future buildings, a structure fire has the ability to create heavy smoke, flame, and fire conditions. These conditions have the potential to affect people located up to one-half mile from the Highland Fairview Corporate Park. To prevent such effects from occurring, the City of Moreno Valley currently maintains fire services and strategies at a level that are sufficient to accommodate municipal demands such as residential, commercial, industrial, and wildland-urban interface needs. Nevertheless, the HFCP Final EIR identified that buildout of the Highland Fairview Corporate Park, inclusive of Parcels 2 and 3, as having the potential for fire and smoke hazards which could represent a significant impact. As such, Mitigation Measures HH-1 through HH-4 of the HFCP Final EIR are applicable to the Proposed Project. With implementation of Mitigation Measures HH-1 through HH-4, less than significant impacts would occur. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

The following mitigation measures from the HFCP Final EIR are applicable to the Proposed Project:

- MM HH-1** The fire protection system will be designed per National Fire Protection Agency (NFPA) 13 to provide an Early Suppression Fast Response (ESFR) sprinkler system protection. Temperature rating of sprinkler heads to be per the Fire Department's requirements.
- MM HH-2** A complete on-site fire protection underground system shall be provided per NFPA 24 and specific requirements of the local authorities. This system shall include hydrants, sectional valves, backflow prevention, and Fire Department connections.
- MM HH-3** Riser assemblies shall include mechanical alarm valves. System control valves shall either be riser mounted with wall post extensions or exterior post indicator valves as required by the local authority. All required devices for central station alarm system interface shall be provided.
- MM HH-4** System design, material, and installation shall comply with NFPA 13 and the other previous NFPA standards. It shall also comply with CBC and UFC standards. Approvals will also be obtained from the owner's insurance authority.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new or refined mitigation measures are required.

Threshold (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The nearest school site, the Calvary Chapel Christian School, is located approximately 1.3 miles northwest of Parcels 2 and 3. However, the Proposed Project is not anticipated to house or utilize significant hazardous materials, and as such, no significant impacts are anticipated. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (e) For a Project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working the project area; and

Threshold (f) For a project located within the vicinity of a private airstrip, result in a safety hazard for people residing or working the project area.

The nearest airport or private airstrip is the March Air Force Base, located approximately 7.3 miles southwest of Parcels 2 and 3. Parcels 2 and 3 are not within an airport land use plan or within the vicinity of a public or private airport. Thus, the Proposed Project would not result in a safety hazard impact to people residing or working in the area. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The Proposed Project would introduce new onsite land uses including employees who would be subject to emergency evacuation or response in the event of a major disaster. The Proposed Project would not interfere with an adopted emergency response or evacuation plan. Parcels 2 and 3 are located at the urban fringe and do not interfere with access to any other area. As such, Proposed Project would not interfere with an adopted emergency response plan and/or the emergency evacuation plan and less than significant impacts would occur. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The Proposed Project is not located within an area identified as a high fire potential area by the County of Riverside. Parcels 2 and 3 are serviced by the Moreno Valley Fire Department. The nearest fire station to

the two Parcels is located at 28040 Eucalyptus Ave, Moreno Valley, CA 92555. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Hazards-Related Impacts Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to hazards and hazardous materials. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.9 Hydrology and Water Quality

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant impacts relative to hydrology and water quality, and no mitigation is necessary to reduce potential impacts.

Threshold (a) Violate any water quality standards or waste discharge requirements; and

Threshold (f) Otherwise substantially degrade water quality.

The HFCP Final EIR found hydrology and water quality impacts to be less than significant. Impacts related to water quality would range over two different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; and 2) following completion of the Highland Fairview Corporate Park, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

Prior to the issuance of grading or construction permits, the applicant will prepare a Stormwater Pollution Prevention Plan (SWPPP) that conforms to the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) permit. The SWPPP is required to identify best management practices (BMPs) to prevent construction-related pollutants from reaching stormwater and all products of erosion from moving offsite. Conformance with the mandatory requirements of the specific SWPPP will ensure that no substantial degradation of water quality associated with short-term construction activities would occur. Therefore, water quality and discharge impacts are less than significant.

Long-term stormwater quality concerns associated with the Proposed Project would be managed pursuant to a City-approved Water Quality Management Plan (WQMP) for Parcels 2 and 3 (City of Moreno Valley Ordinance Nos. 359 and 665). The applicant has submitted a Project-Specific WQMP (dated January 2019) which will be reviewed by City staff as part of the Plot Plant review. The Proposed Project would increase the potential of stormwater runoff transporting contaminants from roadway surfaces, lawns, driveways, parking lots, roofs and other exposed structural and landscape surfaces into the storm drain system. Typical urban runoff contaminants (i.e., oil, grease, surfactant, heavy metals, solvents, pesticides, nutrients, or fecal coliform bacteria) can be expected within runoff. Implementation of typical site-specific Best Management Practices (BMPs) will reduce water pollution sources on developed sites to the maximum extent feasible. Source reduction techniques have proven to be the most cost-effective ways of avoiding or reducing water pollution from urban runoff.

As such, upon adherence to existing State water quality requirements impacts from the Proposed Project would be less than significant in this regard.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

Compliance with existing State water quality requirements would avoid or minimize any violations of water quality standards or waste discharge requirements. The Proposed Project would have a less than significant impact to water quality. No new impact relative to water quality or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur.

Threshold (b) Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

The Proposed Project would increase the amount of impervious surfaces onsite. The conversion of permeable land to impervious surfaces could reduce groundwater recharge. According to the Geotechnical Report prepared by Leighton and Associates in 2007 for the Highland Fairview Corporate Park, groundwater levels beneath the Highland Fairview Corporate Park site are reported to be in excess of 110 feet below ground surface. Due to the depths of groundwater from the existing ground surface, recharge on the Highland Fairview Corporate Park, including Parcels 2 and 3, is minimal. Stormwater captured from Parcels 2 and 3 would be released into the existing downstream drainages. Most of the downstream drainage courses are open channel with a soft bottom which permits percolation. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site; and

Threshold (d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

As noted above Parcels 2 and 3 are located within an urbanized area. The HFCP Final EIR found that impacts associated with drainage to be less than significant. Parcels 2 and 3 were previously mass graded when the existing Skechers facility was developed. The Proposed Project would not substantially alter the existing drainage patterns of the site or vicinity. Parcels 2 and 3 do not include any streams, rivers or other water bodies, which could be altered by the Proposed Project. The site is mostly flat. The Proposed Project

would be required to implement storm drainage improvements. The applicant has submitted a Preliminary Hydrology Study (dated January 2019) as part of the Plot Plan review process.

The HFCP Final EIR determined that impacts to stormwater drainage facilities would be less than significant with the implementation of proposed detention facilities. These improvements were designed to service buildout of the entire Highland Fairview Corporate Park site. These improvements were previously developed and constructed as part of the development of the Skechers building. These detention facilities are designed to adequately reduce runoff volume and concentration leaving Parcels 2 and 3. Therefore, impacts would be less than significant.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

The Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide additional sources of polluted runoff. As previously addressed, the Proposed Project would require the preparation of an SWPPP that details construction and post-construction measures to control surface runoff in a manner that is consistent with the requirements identified in the HFCP Final EIR. Therefore, associated impacts are considered less than significant. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (g) Place housing/structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; and

Threshold (h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

The Proposed Project does not include housing, nor would it allow for the development of housing in the future. Additionally, Parcels 2 and 3 are not located within a 100-year flood hazard area. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

The nearest dam is approximately 5 miles downstream of Parcels 2 and 3. Because of the dam's downstream location, there is no risk of dam failure impact to Parcels 2 and 3. There are no levees located within the vicinity of Parcels 2 and 3. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (j) Result in inundation by seiche, tsunami or mudflow.

Parcels 2 and 3 are not located near the coastline of the Pacific Ocean, or near any large continental bodies of water, and as such, the likelihood of a seiche or tsunami is minimal. Additionally, Parcels 2 and 3 and surrounding areas do not contain significant slopes that could create the potential for mudflow incidents. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Hydrology and Water Quality Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to hydrology and water quality. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.10 Land Use and Planning

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant impacts relative to land use and planning with the implementation of Mitigation Measure LU-1.

Threshold (a) Physically divide an established community.

The Proposed Project is consistent with the Skechers logistics facility directly east of Parcel 3. Parcels 2 and 3 also abut the 60 freeway to the north and vacant land to the west and south. The area immediately adjacent and south of Parcels 2 and 3 is the World Logistics Center Specific Plan area, planned for over 40 million square feet of logistics uses. The Proposed Project would be compatible with this adjacent planned land use. As such, the Proposed Project would not divide an established community. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

As previously discussed, the Proposed Project would include a General Plan Amendment to change the Land Use Map to reflect the proposed land use change on Parcel 3 from Commercial to Business Park. Additionally, a Change of Zone for Parcel 3 is proposed to change the zoning from Community Commercial to Light Industrial. Parcel 2 would remain zoned Light Industrial and would continue to have a General Plan Land Use Designation of Business Park. **Table 4.10-1, General Plan Consistency Analysis**, identifies consistency with the General Plan. As noted in the Project Description, as determined necessary by the City Council, the General Plan Amendment may include clarification of Circulation Element objective 5.5.2 or others, to indicate that roundabouts are an acceptable method to achieve the City's Circulation Element objectives (refer to **Section 4.16, Traffic/Transportation** for additional discussion).

Table 4.10-1: Table General Plan Goals and Policies Proposed Project Consistency

General Plan Goals and Policies	Proposed Project Consistency
Goal 2.1: A pattern of land uses, which organizes future growth, minimizes conflicts between land uses, and which promotes the rational utilization of presently underdeveloped and undeveloped parcels.	Consistent - The proposed uses are consistent with the uses surrounding the Project site. A General Plan Amendment would make Parcels 2 and 3 more consistent with surrounding uses.
Objective 2.4: Provide commercial areas within the City that are conveniently located, efficient, attractive, and have safe and easy pedestrian and vehicular circulation in order to serve the retail and service commercial needs of Moreno Valley residents and businesses.	Consistent –The General Plan Amendment still allows for the potential future development of commercial uses onsite. Additionally, eastern Moreno Valley currently contains ample commercial square footage (both occupied and vacant) to service that portion of the community.
Policy 2.4.1: The primary purpose of areas designated Commercial is to provide property for business purposes, including, but not limited to, retail stores, restaurants, banks, hotels, professional offices, personal services and repair services. The zoning regulations shall identify the particular uses permitted on each parcel of land, which could include compatible noncommercial uses. Commercial development intensity should not exceed a Floor Area Ratio of 1.00 and the average floor area ratio should be significantly less.	Consistent –The General Plan Amendment still allows for the potential future development of commercial uses onsite. Additionally, eastern Moreno Valley currently contains ample commercial square footage (both occupied and vacant) to service that portion of the community.
Objective 2.5: Promote a mix of industrial uses which provide a sound and diversified economic base and ample employment opportunities for the citizens of Moreno Valley with the establishment of industrial activities that have good access to the regional transportation system, accommodate the personal needs of workers and business visitors; and which meets the service needs of local businesses.	Consistent - The Proposed Project contributes to the City's mix of industrial uses. Parcels 2 and 3, with their proximity and direct access to SR-60, meets this Objective's emphasis on utilizing existing transportation infrastructure. The Proposed Project will also provide sufficient parking for workers and business visitors, outdoor patios for employees, and extensive landscaping to create an aesthetically pleasing environment.
Policy 2.5.1: The primary purpose of the areas designated Business Park/Industrial (BP/I) is to provide for manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities. The zoning regulations shall identify the particular uses permitted on each parcel of land. Development intensity should not exceed a Floor Area Ratio (FAR) of 1.00 and this average floor area ratio should be significantly less.	Consistent - The purpose of the Proposed Project is to allow for additional logistics based uses in an area where this type of development already occurs. This is consistent with the purposes designated in the Business Park/Industrial zones.
Policy 2.5.2: Locate manufacturing and industrial uses to avoid adverse impacts on surrounding land uses.	Consistent - Parcels 2 and 3 are located adjacent to SR-60. The vast majority of the traffic generated by the development of future facilities on Parcels 2 and 3 would use Redlands Boulevard and World Logistics Center Parkway between Eucalyptus Avenue and SR-60

General Plan Goals and Policies	Proposed Project Consistency
	and will not use other City streets. Parcels 2 and 3 are located in an area already identified for existing and future manufacturing and industrial uses with limited residential uses adjacent to Parcels 2 and 3. This will limit adverse impacts to adjacent land uses.

As identified in Table 4.10-1, the Proposed Project would be consistent with the applicable goals and policies of the General Plan.

Table 4.10-2, Zoning Goals and Policies Project Consistency, includes zoning goals and policies related to both commercial and industrial uses.

Table 4.10-2: Zoning Goals and Policies Proposed Project Consistency

Applicable Zoning Codes	Proposed Project Consistency
Zoning Code Section 9.05.010: The primary purpose of the industrial districts is to provide a sound and diversified economic base and ample employment opportunities for the citizens of Moreno Valley. It is the further intent of this chapter to accomplish this through the establishment of a specific, well-defined pattern of industrial activities which is compatible with residential, commercial, institutional, and open space uses located elsewhere in the community; has good access to the regional transportation system; accommodates the personal needs of workers and business visitors; and which meets the service needs of local businesses.	Consistent - The Proposed Project is consistent with the industrial land use plan established for properties adjacent to and directly south of SR-60, beginning at Petit Street and continuing along the southern perimeter of Gilman Springs Road at Alessandro Boulevard. The Proposed Project fit within the anticipated uses to create a well-defined pattern of industrial activity in the eastern end of the City. The proposed Change of Zone would replace the existing Community Commercial designation on the western portion of the site with a Light Industrial designation, which provides for logistics uses. The Proposed Project also meet the Zoning Code intent to provide good access to regional transportation, as the site's primary access leads directly to SR-60.
Zoning Code Section 9.04.010: A. It is the purpose of this chapter to provide regulations which implement those goals, objectives and policies of the general plan which are aimed toward the provision of commercial areas within the city. It is the further intent of this chapter to serve the retail and service commercial needs of Moreno Valley residents and businesses through the establishment of a specific, well-defined pattern of commercial activity which is conveniently located, efficient and attractive, with safe pedestrian and vehicular circulation. B. In addition to the above, the commercial districts are included in the zoning regulations to achieve the following purposes:	Consistent – The Highland Fairview Corporate Park, as approved in 2009, allows up to 200,000 square feet of commercial development. The Proposed Project will not affect the up to 80,000 square feet of commercial development (Parcel 4), all of which will be consistent with applicable zoning.

Applicable Zoning Codes	Proposed Project Consistency
1. To provide appropriately located areas for office uses, retail stores, service establishments and commercial commodities and services required by residents of the city and the surrounding market area; 2. To encourage concentration of office and commercial uses for the convenience of the public and to secure a more mutually beneficial relationship to each other; 3. To provide adequate space, off-street parking and loading areas to meet the needs of modern commercial development; 4. To minimize traffic congestion from commercial development and to avoid the overloading of utilities by restricting the construction of buildings of excessive size in relation to the amount of land around them; 5. To promote compatibility between commercial properties and adjoining noncommercial uses; and 6. To promote high standards of site planning, architecture and landscape design for office and commercial developments within the city. (Ord. 359, 1992)	

As identified in Table 4.10-2, the Proposed Project would be consistent with the applicable zoning code for the City.

The General Plan Amendment and Change of Zone would allow for the consolidation of Parcels 2 and 3 for the future development of logistic facilities uses consistent with the Business Park Land Use Designation and Light Industrial Zoning designation. The approval of the Change of Zone and General Plan Amendment would alleviate inconsistencies with the existing applicable land use policies. Additionally, while the Proposed Project includes a General Plan Amendment from Commercial to Business Park for Parcel 3, the Highland Fairview Corporate Park, as modified by the Proposed Project, will retain commercial zoning for Parcel 4 of the Highland Fairview Corporate Park. As such, the General Plan Amendment and Change of Zone still allow for the potential future development of commercial uses onsite. As discussed further in Section 4.16, Traffic/Transportation, the City Council may determine that a modification to Circulation Element Objective 5.5.2 (other others) is required to clarify that roundabouts are an acceptable method to achieve Circulation Element objectives. Accordingly, less than significant impacts would occur.

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

Mitigation Measure LU-1 from the HFCP Final EIR is no longer applicable to the Proposed Project. Similar to MM AQ-13, this mitigation measure has been satisfied through the adoption of the World Logistics Center Specific Plan.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (c) Conflict with any applicable habitat conservation plan or natural communities' conservation plan.

The Proposed Project is within an adopted multiple species habitat conservation plan (MSHCP) area. The Proposed Project's consistency with the MSHCP is a potentially significant impact for which mitigation is required to reduce impacts to a level that is less than significant. Mitigation Measures BR-2 and BR-4 of the HFCP Final EIR would reduce potential impacts to a level of less than significant. Accordingly, no new impact that would conflict with the MSHCP or substantially increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. The Proposed Project would have a less than significant impact.

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

Mitigation Measures BR-2 and BR-4 are not applicable to the Proposed Project, as the Project Applicant has already paid the mandatory mitigation fees prior to mass grading the entire Highland Fairview Corporate Park site, inclusive of Parcels 2 and 3. As such, Mitigation Measures BR-2 and BR-4 have already been satisfied.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Land Use Impacts Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to land use and planning. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.11 Mineral Resources

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that development of the Highland Fairview Corporate Park would not result in significant impacts related to mineral resources, and no mitigation is necessary to reduce potential impacts.

Threshold (a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; and

Threshold (b) Result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.

According to the General Plan, there are no known mineral resources on Parcels 2 or 3. Historical use of the property was for ranching and agricultural practices prior to the Highland Fairview Corporate Park site being mass graded as part of the HFCP Skechers project. Additionally, the California Division of Mines and Geology has not identified significant mineral resources within the City of Moreno Valley or Parcels 2 or 3. Thus, the Proposed Project would not result in known mineral loss that is of value to the region or to residents of the state. Additionally, according to the General Plan and the Riverside County General Plan, Parcels 2 and 3 do not contain any a locally-important mineral resource recovery site. Therefore, there are no impacts to a locally important mineral resource. No new impact relative to mineral resources or substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to mineral resources.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Mineral Resources Impacts Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required for issues related to mineral resources. With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to mineral resources. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.12 Noise

Summary of Previous Environmental Analysis

The HFCP Final EIR determined that Mitigation Measures MM N-1 through MM N-5 would bring construction noise levels into compliance with the Moreno Valley Noise Ordinance and reduce impacts from construction noise to less than significant levels. Operational traffic noise impacts and on-site operational activities would also be less than significant. However, cumulative traffic noise impacts to residences along two roadway segments north of SR-60 are anticipated to be greater than 65 CNEL. Soundwall mitigation is not considered feasible and cumulative noise impacts at these locations were determined to be significant and unavoidable.

An Air Quality, Greenhouse Gas, and Noise EIR Addendum Analyses Technical Memorandum was prepared by Kimley-Horn and Associates (November 2018) for the Proposed Project. For the purpose of this Addendum, the technical study evaluates construction and operational impacts associated with the Proposed Project relative to impacts identified in the HFCP Final EIR. The Technical Memorandum is included in this Addendum as Appendix A and the results are summarized herein.

Proposed Project Specific Analysis:

- Threshold (a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;**
- Threshold (b) Exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels.**
- Threshold (c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.**
- Threshold (d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.**

The HFCP Final EIR for the Highland Fairview Corporate Park determined that construction and operational noise impacts would be less than significant with the implementation of construction noise mitigation measures. Cumulative traffic noise impacts would be significant and no feasible mitigation is available. Based on the Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (Appendix D), the Proposed Project would result in fewer vehicle trips than predicted for Parcels 2 and 3 in the HFCP Final EIR, with associated reduction in Proposed Project-related motor vehicle noise. Fewer vehicle trips would reduce the severity of the cumulative noise impacts identified in the HFCP Final EIR. HFCP Final EIR Mitigation Measures MM N-1 and MM N-3 through MM N-5 would be required to reduce construction noise impacts. Therefore, construction-related noise would not increase and no new impacts would occur.

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated the development of the Highland Fairview Corporate Park. The following measures from the HFCP Final EIR are applicable to the Proposed Project:

Mitigation Measures from the HFCP Final EIR

MM N-1 No Construction Vehicles on Redlands Boulevard south of Future Eucalyptus Avenue. Other than construction vehicles necessary for identified offsite improvements within Redlands Boulevard, no construction vehicles shall be allowed in the vicinity of any residences on Redlands Boulevard south of existing Fir/future Eucalyptus Avenue. The prohibition for construction traffic shall apply to all phases of the proposed project.

Note that MM N-2 has been satisfied with City approval of the WLC Specific Plan.

MM N-3 Daytime Construction Noise. City grading hours are from 7 a.m. to 6 p.m., Monday through Friday. If project site grading activities must occur within 560 feet of noise-sensitive land uses during the daytime (7 a.m. to 8 p.m.), then temporary sound barriers of sufficient height and density to reduce daytime noise levels to 60 dBA (Leq) or less shall be placed between the grading activities and the noise-sensitive land uses. Prior to the issuance of a grading permit, the developer shall submit an NRCP to the City as part of the grading permit submittal showing the limits of daytime construction based on the 560-foot setback in relation to the location of occupied residential dwellings and their associated parcels and other noises sensitive uses.

In the event any new residential units or other noise-sensitive land uses are built and occupied in the vicinity of the project site prior to completion of Phase 1 construction, the NRCP shall be modified to show the revised new 560-foot setback for daytime construction and grading activities in relation to the new residences.

With the implementation of this mitigation measure, the loudest noise level that would be experienced at any developed residential parcel would be less than 60 dBA (Leq) during the daytime, and these levels would be consistent with the limits established in the City's Noise Ordinance. Compliance with these standards during Phase 1 construction of the project should be assured through the NRCP and periodic monitoring of noise levels at developed residential parcels within 560 feet of the project site. This mitigation measure does not apply to off-site construction.

MM N-4 Require Equipment Maintenance. All construction equipment shall be maintained in good working order and fitted with the appropriate silencers, mufflers or acoustic covers where applicable.

MM N-5 Locate Material Stockpiles 1,200 Feet from Residences south of the Freeway. Material stockpiles shall be located at least 1,200 feet from residences south of future Eucalyptus Avenue along World Logistics Center Parkway (formerly Theodore Street) and Redlands Boulevard. Remotely locating the stockpiles reduces the noise at the residences from equipment traveling to and from the stockpiles and the noise that is sometimes associated with handling of material. *Note: This Mitigation Measure has been fulfilled through the adoption of the World Logistics Center Specific Plan.*

Note: Mitigation Measure MM N-5 has been updated to reflect the current street name.

Threshold (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; and

Threshold (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

The Proposed Project is not located within an airport land use plan and is not located within two miles of a public airport or public use airport. The nearest private airport to Parcels 2 and 3 is Redlands Municipal Airport, located approximately 10 miles to the north. Due to the distance, noise levels from aircraft activities associated with airports will be less than significant. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Noise Impact Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to noise. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.13 Population and Housing

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant impacts relative to population and housing, and no mitigation is necessary to reduce potential impacts.

Threshold (a) Induce substantial population growth in an area, either directly or indirectly; and

Threshold (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and

Threshold (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

The HFCP Final EIR found less than significant impacts to population and housing. The Proposed Project would not involve residential development. Additionally, Parcels 2 and 3 are vacant and not zoned or designated for residential uses.

The Proposed Project, as a logistics facility, will create jobs, the development of which could induce population growth. However, the HFCP Final EIR calculated job generation for the site and found that population induced by jobs would be less than significant. The Proposed Project would allow for up to 800,000 square feet of logistics land uses. Actual employment generation of the Proposed Project would depend on ultimate end users, but are anticipated to be similar to what was assumed in the HFCP Final EIR. The Proposed Project is anticipated to reduce the number of jobs by 200 compared to the HFCP Final EIR, due to the reduction of 120,000 square feet of commercial uses and the addition of 200,000 square feet of logistics uses (see footnote 1 on page 5.12-30 of the Draft EIR). Given the need for jobs in Moreno Valley and the reduction in proposed jobs, the need for additional housing will be even lower than predicted in the HFCP Final EIR. Accordingly, no new impact relative to population and housing or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to population and housing.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Population and Housing Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to population and housing. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.14 Public Services

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant impacts relative to public services.

Threshold (a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for: fire protection, police protection, schools, and other public facilities.

Fire

Parcels 2 and 3 are serviced by the Moreno Valley Fire Department. The nearest fire station to the site is located at 28040 Eucalyptus Ave, Moreno Valley, CA 92555. As discussed in the HFCP Final EIR, all future development onsite would be required to implement fire suppression systems consistent with the most recently approved fire codes at the time development occurs. Municipal Code 3.42.060, Fire Facilities Commercial and Industrial Development Impact Fees, states that these fees shall be paid by applicants for commercial and industrial projects in the amounts adopted by the City Council by resolution from time to time. Neither building permit nor occupancy permit will be issued for any new commercial, industrial, or other nonresidential building or structure unless the specified fees are paid. It should also be noted that the World Logistics Center Specific Plan requires the provision of a fire station located south of Parcels 2 and 3. The Proposed Project includes less commercial use, which has a higher demand on public services due to higher employee and visitor populations, and as such it would generally have less demand for fire services. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Police

Police services for the Proposed Project would be provided by the Moreno Valley Police Department. The nearest police station to Parcels 2 and 3 is located at 22850 Calle San Juan De Los Lagos, Moreno Valley, CA 92553. Pursuant to Moreno Valley Municipal Code Section 3.42.070, the Proposed Project is subject to Police Facilities Commercial and Industrial Development Impact Fees. These fees contribute to the police services facilities provided for in the Existing General Plan area and Capital Improvement Projects. The fees provide financing for the acquisition of land for police facilities as well as design, construction, improvements, and maintenance to the extent permitted by law. The Proposed Project includes less commercial use, which has a higher demand on public services due to higher employee and visitor populations, and as such it would generally have less demand on police services. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Schools

The Proposed Project does not propose future uses that would impact schools. Additionally, the Proposed Project will require the payment of school impact mitigation fees. The Proposed Project includes less commercial use, which has a higher demand on public services due to higher employee and visitor populations, and as such it would generally have less demand on school services. Accordingly, no new impact relative to schools or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to schools.

Parks

The Proposed Project does not propose future uses that would impact parks. The Proposed Project includes less commercial use, which has a higher demand on public services due to higher employee and visitor populations, and as such it would generally have less demand on parks. Accordingly, no new impact relative to parks or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to public services.

Other Public Facilities

There is a slight potential for the Proposed Project to generate a few new residents in the City. Although the exact number is speculative, the increase is not expected to be substantial and new demands on public or civic facilities are unlikely to occur (per prior discussion in Section 4.13 of this Addendum, the Proposed Project is anticipated to result in a slight reduction in jobs and associated indirect housing demand, with associated reductions in demand for public services). To the extent that there are increases in the City's population as a result of the Proposed Project, the needs, and the methods to satisfy those needs, have already been accounted for as part of the City's projected population and residential development growth, as set forth in the Existing General Plan. The Proposed Project includes less commercial use, which has a higher demand on public services due to higher employee and visitor populations, and as such it would generally have less demand on public services. Accordingly, physical impacts related to the construction or alteration of new civic or public facilities are less than significant.

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

None identified in the HFCP Final EIR.

Overall Public Services Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to public services. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.15 Recreation

The HFCP Final EIR concluded that development of the Highland Fairview Corporate Park would not result in significant impacts relative to recreation and no mitigation is necessary.

Threshold (a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and

Threshold (b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

There is a potential for the Proposed Project to generate a few new residents in the City, although fewer than predicted in the HFCP Final EIR (see prior discussion in Section 4.13 of this Addendum). Although the exact number is speculative, the increase is not expected to be substantial and new demands on existing parks or contributions to the existing deficit are unlikely to occur. To the extent that there are increases in the City's population as a result of the development of the Proposed Project, the needs, and the methods to satisfy those needs, have already been accounted for as part of the City's projected population and residential development growth, as set forth in the Existing General Plan. Currently, there are no City recreational facilities near Parcels 2 and 3 that would be used by employees; therefore, no impacts are likely to occur. The Proposed Project includes less commercial use, which has a higher demand on public services due to higher employee and visitor populations, and as such the Proposed Project would generally have less demand on recreational facilities. Accordingly, physical impacts related to the construction or alteration of new recreational facilities are less than significant.

Accordingly, no new impact relative to recreation or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to recreation.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Recreation Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to recreation. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.16 Transportation/Traffic

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant and unavoidable traffic impacts, after implementation of mitigation. Additionally, a Trip Generation Consistency Analysis was prepared by Kimley-Horn (October 2018) to determine consistency with the previous trip analysis in the HFCP Final EIR and is located in **Appendix D** of this document.

Threshold (a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).

Threshold (b) Exceed, either individually or cumulatively, level of service standard established by the county congestion management agency for designated roads or highways.

Appendix D contains a trip generation comparison between those expected to be generated by the development of Parcels 2 and 3, based on the analysis in the HFCP Final EIR, and the Proposed Project. The comparison assumes an 800,000-sf logistics building and uses both the ITE 10th Edition trip generation factors and the actual traffic counts from the existing Sketchers building. The Sketchers Expansion Trip Generation Study, found as Attachment B to **Appendix D**, was used as the basis for the Proposed Project's traffic analysis. That study found that the actual truck traffic rates observed from the Sketchers facility was much lower than originally forecasted in the HFCP Final EIR (see Table **4.16-1** below). Therefore, the rates calculated from the Sketchers Expansion Trip Generation Study are recommended for application in this study.

These two scenarios are summarized in **Table 4.16-2, Trip Generation Rate Scenarios**, below. The most reasonably foreseeable scenario is Scenario A as reflected in Table 2 of **Appendix D**, which uses actual trip rates for the Skechers building for Parcels 1 (existing Skechers building) and Parcels 2 and 3 (future logistics building anticipated to be similar to Skechers).

Under this Scenario A from **Table 4.16-2** and **Appendix D**, the Proposed Project would generate 737 average daily trips (ADT) from Parcels 2 and 3 compared to 7,614 ADT assumed in the HFCP Final EIR for both parcels.¹² Peak hour trips would similarly be reduced, from 570 PM peak hour trips assumed in the HFCP Final EIR, to 46 PM peak hour trips with the Proposed Project. This was due mainly to the conversion of Parcel 3 from Commercial to Logistics use. The change reduced the ADT of parcel 3 from 6,600 to 184 in Table 2's scenario. Other modeling assumptions reflected in **Appendix D** would also result in reduced trips compared to what was assumed in the HFCP Final EIR. **Appendix D** Tables 2-4 also shows that, when converting all trucks to "passenger car equivalents," the Proposed Project still results in substantially fewer truck trips than assumed in the HFCP Final EIR.

¹² Note, that Appendix D and this Addendum EIR use 800,000 SF for purposes of impact comparison, even though the Plot Plan submittal shows a slightly smaller building at 767,960SF.

Table 4.16-1: Actual Parcel 1 (Skechers) Counts Compared to Approved HFCEP Final EIR Assumptions

Trip Source	Daily	AM Peak Hour	PM Peak Hour
Approved HFCEP Final EIR– Parcel 1	3,059	200	236
Skechers Site Actual Traffic Counts	1,669	198	104
Actual trips as a percentage of Final EIR assumed trips	55%	99%	44%

Table 4.16-2: Trip Generation Rate Scenarios (Parcels 2 and 3 Only)

Scenario	Trip Generation Rate Source	
	Parcel 2	Parcel 3
A	Sketchers Traffic Counts	Sketchers Traffic Counts
B	ITE, 10 th Edition	ITE, 10 th Edition

Table 4.16-3: Trip Generation Comparison (Parcels 2 and 3 Only)

Scenario	Trip Generation Comparisons		
	Daily	AM Peak	PM Peak
	Vehicle Trips		
Approved HFCEP Project	7,614	363	570
A	737	88	46
B	1,120	64	80

Note: When converting these peak hour trips to Passenger Car Equivalents (PCE) to approximate truck volumes, the Proposed Project is still far below what was assumed in the HFCEP Final EIR. Refer to Appendix B, Tables 1, 2 and 3 for detailed calculations.

Mitigation Program

Mitigation Measures from the HFCEP Final EIR

Mitigation Measures TT-1 through TT-3 either do not apply to the Proposed Project or have already been implemented.

Conclusion

No new impact relative to traffic generation or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCEP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCEP Final EIR was certified is available that would impact the prior finding.

Threshold (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

The Proposed Project will be reviewed by the Engineering Department as well as the Fire Department to ensure that the development is designed in a manner that results in no changes to air traffic patterns. Accordingly, no new impact relative to an increase in air traffic hazards or a substantial increase in the

severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact relative to the provision of air traffic patterns.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

No new impact relative to air traffic patterns or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no impact.

Threshold (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The Proposed Project will be reviewed by the Engineering Department as well as the Fire Department to ensure that the development is designed in a manner that isn't hazardous. The proposed roundabouts will be reviewed by City staff to ensure adequate design and sight distance, as well as non-vehicular safety considerations, consistent with modern roundabout design principles. Accordingly, no new impact relative to an increase in circulation hazards or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact relative to hazards and/or incompatible uses.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

No new impact relative to traffic safety hazards or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of less than significant.

Threshold (e) Result in inadequate emergency access.

The Proposed Project will be reviewed by the Engineering Department as well as the Fire Department to ensure adequate emergency access is provided. Accordingly, no new impact relative to emergency access or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact relative to the provision of emergency access.

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

None identified in the HFCP Final EIR.

Conclusion

No new impacts associated with an increase in inadequate emergency access or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding.

Threshold (f) Result in inadequate parking capacity.

The Proposed Project will provide parking spaces per the City's Municipal Code. Accordingly, no new impact relative to inadequate parking or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to parking.

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

None identified in the HFCP Final EIR.

Conclusion

No new impacts associated with parking or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding.

Threshold (g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The Proposed Project does not conflict with policies supporting alternative transportation. Accordingly, no new impact relative to conflicts with alternative transportation or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to alternative transportation.

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

None identified in the HFCP Final EIR.

Conclusion

No new impacts associated with non-vehicular transportation or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding.

Cumulative Traffic Impacts

Mitigation Measures TT(C)-1 through TT(C)-3 either do not apply to the Proposed Project or have already been implemented.

Appendix J to the HFCP Final EIR, Traffic Study, considered the trips that would be generated by the development allowed under the Moreno Highlands Specific Plan and projected an ADT of 278,237 (Table 5-4.) The Moreno Highlands Specific Plan has been replaced by the World Logistics Center Specific Plan. The World Logistics Center Final EIR projected an ADT of 69,542 (Table 4.15.N.) Thus, the change from the mixed uses allowed under the Moreno Highlands Specific Plan to the logistics uses allowed under the World Logistics Center Specific Plan reduced the projected ADT by over 208,000.

Diversion of Large Truck Traffic away from Redlands Boulevard

As noted in the Project Description, the Proposed Project would follow the HFCP Final EIR settlement agreement provisions. Accordingly, the following mitigation measure has been added, as follows:

MM TT(C)-4 “To the extent consistent with the Project Approvals and adopted City regulations and policies:

- a. The design and installation of improvements and signs shall direct all large trucks (over 10,000 pounds) to use World Logistics Center Parkway, rather than Redlands Boulevard, when entering or leaving the Project Site unless site-specific traffic analysis provides compelling evidence that:
 - i. Keeping large trucks (over 10,000 pounds) off of Redlands Boulevard will cause Eucalyptus Avenue, World Logistics Center Parkway or its on- or off-ramps to State Route 60 to fall below the City’s Level of Service standard; and
 - ii. Mitigation within the limits of the currently planned right of way of World Logistics Center Parkway is unavailable to improve Level of Service to acceptable levels; and
 - iii. Allowing large trucks (over 10,000 pounds) to use Redlands Boulevard will not cause Redlands Boulevard to fall below the applicable City’s Level of Service Standards after mitigation.
- b. To the extent that any part of subparagraph a above is found not to be consistent with existing Project Approvals or City regulations or policies, the developer shall apply for and City will consider, under its existing procedures and preserving the Council’s legislative and discretionary policy authority, modification of conditions, and/or amendments to existing Project Approvals, regulations and policies.”

This measure will result in directing the Proposed Project's "large truck" traffic easterly toward World Logistics Parkway (formerly Theodore Street). Due to relatively low traffic volumes on World Logistics Parkway and ample capacity, shifting truck traffic to World Logistics Parkway does not represent a significant change or more severe impact.¹³ Furthermore, this settlement agreement stipulation is an existing condition not proposed by the current Proposed Project. The Proposed Project, as noted above, would substantially reduce Proposed Project's truck traffic, therefore reducing the number of trucks being diverted to Theodore Street consistent with the settlement agreement.

Proposed Roundabouts

The Proposed Project also proposes roundabouts at two locations (see **Exhibit 6, Site Plan**). The roundabouts will be designed consistent with City requirements and modern roundabout design principles in order to achieve acceptable levels of service and safety. The new roundabouts will be utilized instead of signalized intersections at Intersections 2 and 4. With the inclusion of roundabouts at these intersections, a LOS of D or better would be achieved in both the AM and PM peak hours in the Horizon Year Scenario, with the Proposed Project applied. Delay would also be reduced in this scenario. Using existing conditions, the new roundabouts would also reduce delay for each intersection, while maintaining the LOS of A for both intersections. A supplementary study was performed to assess the viability of these new roundabouts found that they would not only provide adequate traffic flow, but improve traffic efficiency as well. The supplemental traffic study also evaluated the change in circulation associated with the HFCP settlement agreement condition with respect to diverting large trucks to World Logistics Parkway. With the roundabouts and with the diversion of large trucks World Logistics Parkway, the supplemental study found that there are no unavoidable significant impacts in either the Project or cumulative condition. This study is included in this document as **Appendix F, Supplemental Traffic Memo**.

The proposed roundabouts may require a General Plan Amendment if determined necessary by the City Council, in order to clarify General Plan Circulation Element objectives. If determined necessary, the proposed General Plan Amendment would modify portions of Circulation Element Objective 5.5.2, to use the following language: "Consider innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. Innovative design solutions include, but are not limited to, traffic calming devices, roundabouts, traffic circles, curb extensions, separated bicycle infrastructure, pedestrian scramble intersections, high visibility pedestrian treatments and infrastructure, and traffic signal coordination."

Overall Traffic Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantial increase the severity of the previously identified impacts, with respect to traffic. Therefore, preparation of a subsequent environmental impact report is not warranted.

¹³ The July 2018 traffic study for the World Logistics Center included updated existing traffic counts (Figure 12 of the TIA) which show Theodore Street level of service at both SR-60 ramps as LOS A (Table 14).

4.17 Tribal Cultural Resources

In connection with the requested General Plan Amendment, City staff have initiated consultation with “California Native American Tribes” that are on a contact list maintained by the Native American Heritage Commission, for the purpose of protecting Native American cultural places as required by state law.

4.18 Utilities and Service Systems

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant impacts relative to utilities and service systems with the implementation of Mitigation Measure MM W-1, which is applicable to the Proposed Project.

The following service providers would provide utilities to Parcels 2 and 3:

Electricity Provider:	Moreno Valley Utilities
Natural Gas Provider:	Southern California Gas Company
Potable Water:	Eastern Municipal Water District
Sewer Services:	Eastern Municipal Water District
Telecommunications:	Verizon

Threshold (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

The Proposed Project would involve wastewater flows typical of logistics facilities, which would consist mostly of domestic waste from employees. The Proposed Project demands would generally be lower than the those projected for the development of Parcels 2 and 3 in the HFCP Final EIR, because commercial facilities have higher employee visitor populations than logistics facilities typically do. As such, wastewater generation would be reduced. No effluent is expected that would exceed the treatment requirements of the Regional Water Quality Control Board. Impacts are less than significant.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.

As previously identified in the HFCP Final EIR, no expansion of the existing water and wastewater treatment facilities are required for the Highland Fairview Corporate Park. Impacts are less than significant.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand.

The HFCP Final EIR determined that the wastewater facility that services the Highland Fairview Corporate Park site (Eastern Municipal Water District's Moreno Valley Regional Water Reclamation Facility (MVRWRF)) has adequate capacity to service buildout of the Highland Fairview Corporate Park site. Wastewater generation from the Proposed Project would be similar to what was analyzed for the development of Parcels 2 and 3 as proposed in the HFCP Final EIR. Additionally, logistics uses typically have a lower wastewater generation than commercial uses. Accordingly, no new impact relative to recreation or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to wastewater.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

No mitigation is necessary.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

The HFCP Final EIR determined that impacts to stormwater drainage facilities would be less than significant with the implementation of proposed detention facilities. These improvements were designed to service buildout of the entire Highland Fairview Corporate Park. These improvements were previously developed and constructed as part of the development of the Skechers building. These detention facilities are designed to adequately reduce runoff volume and concentration leaving the entire Highland Fairview Corporate Park site. As such, the Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff.

Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (d) Have insufficient water supplies available to serve the project from existing entitlements and resources, or new or expanded entitlements are needed.

The HFCP Final EIR determined the development of the Highland Fairview Corporate Park would create a less than significant impact with respect to water supplies. As identified in Table 5.15-1, Water Demands, of the HFCP Final EIR, the Proposed Project, which will consist of logistics facilities have a lower water demand than commercial uses.

Eastern Municipal Water District(EMWD) conducted an assessment to estimate the necessary water supply for the Highland Fairview Corporate Park's development of Parcels 2 and 3, consisting of a 600,000 square foot logistics center along with a 120,000-square foot commercial area, compared with the potential needs of the proposed 800,00 square foot logistics building. The Proposed Project will require a lower amount of water usage than that projected for Parcels 2 and 3 in the HFCP Final EIR. This data can be seen below in **Table 4.18-1, Water Demand Comparison**. EMWD determined that adequate water supply would be available for the Proposed Project. The full memorandum from the EMWD regarding their assessment can be found in **Appendix E** of this document.

Table 4.18-1¹⁴: Water Demand Comparison

Parcels	Parcel 2: 600,000 sqft logistics	Parcel 3: 120,000 sqft commercial	Proposed Project: 800,000 sqft logistics
Water Usage:	7,200 GPD	21,120 GPD	9,600 GPD
Total:	28,320 GPD		9,600 GPD

As such, water demand totals identified in the HFCP Final EIR are greater than what would be generated by the Proposed Project. The HFCP Final EIR does include Mitigation Measure W-1, which is applicable to the Proposed Project.

Accordingly, no new impact relative to water supply or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact related to the provision of water.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Mitigation Measure W-1 is applicable to the development of Parcels 2 and 3.

¹⁴ Based on calculations from Table 5.15-1: Water Demands in the Highland Fairview DEIR

MM W-1 Prior to issuance of a Precise Grading Permit, Planting and Irrigation Plans shall be submitted for review and prior to the issuance of a building permit, approved by the City. Such plans shall contain the following components:

- The plans shall incorporate water conservation principles as detailed in the Moreno Valley Municipal Code § 9.17.030 Landscape and irrigation design standards.
- Plant types shall be grouped together according to their water, soil, sun and shade requirements and in relation to the buildings. Plants with different water needs shall be irrigated separately.
- Plans shall be designed in accordance with soil tests to determine appropriate specifications of soil amendments and to facilitate selection of water-efficient plant species suitable for the site. Soil amendments such as compost shall be provided to improve water-holding capacity of soil, where soil conditions warrant.
- All exposed surfaces of non-turf areas within the developed landscape area shall be mulched with a minimum three-inch (3") layer of material, except in areas with groundcover planted from flats where mulch depth shall be one and one-half inches (1.5").
- Turf areas shall be limited to public gathering areas and used in compliance with City approved water budget formula(s) and specifications.
- All irrigation systems shall be designed to prevent runoff, over-spray, low head drainage (occurs where sprinkler systems are installed in sloped areas) and other similar conditions where water flows offsite on to adjacent property, non-irrigated areas, walk, roadways, or structures. Irrigation systems shall be designed, constructed, managed, and maintained to achieve as high an overall efficiency as possible.
- Landscaped areas shall be provided with a) smart irrigation controllers which automatically adjusts the frequency and/or duration of irrigation events in response to changing weather conditions; b) rain-sensing devices to prevent irrigation during rainy weather; c) anti-drain check valves installed at strategic points to minimize or prevent low-head drainage; and d) pressure regulators when the static water pressure exceeds the maximum recommended operating pressure of the irrigation system.
- The planting areas shall be grouped in relation to moisture control zones based on similarity of water requirements (i.e., turf separate from shrub and groundcover, full sun exposure areas separate from shade areas; top of slope separate from the toe of slope).

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and

Threshold (g) Not comply with federal, state, and local statutes and regulations related to solid waste.

The HFCP Final EIR determined that the development of the Highland Fairview Corporate Park, inclusive of the Proposed Project, would not result in significant impacts relative to solid waste. The Proposed Project would be expected to generate solid waste during the temporary, short-term construction phase, as well as the operational phase, but it would not be expected to result in inadequate landfill capacity. Solid waste service for the Moreno Valley is provided by three local landfills; The Badlands Sanitary Landfill, located at 31125 Ironwood Avenue, Moreno Valley; El Sobrante Landfill located at 10910 Dawson Canyon Road in Corona; and Lamb Canyon Landfill located at 16411 Lamb Canyon Road in Beaumont. **Table 4.18-2, Landfill Capacity**, identifies the remaining capacities and closure dates for the landfills that would serve the Proposed Project. As identified in Table 4.18-1, the existing landfills have enough capacity to service the Proposed Project.

Table 4.18-2: Landfill Capacity

Facility Name	Maximum Permitted Capacity	Remaining Capacity	Cease Operation Date
Badlands Sanitary Landfill	34,400,000 cubic yards	15,748,799 cubic yards	1/1/2022
El Sobrante Landfill	184,930,000 tons	145,530,000 tons	1/1/2045
Lamb Canyon Landfill	38,935,653 cubic yards	19,242,950 cubic yards	4/1/2029

Source: <https://www2.calrecycle.ca.gov/SWFacilities/Directory/>

Current solid waste generation estimates indicate that the Proposed Project will generate approximately 2,073 tons/year of solid waste, which is far below the 7,579.5 tons/year estimated in the HFCP Final EIR for Parcels 2 and 3.¹⁵ For these reasons, the Proposed Project's solid waste disposal needs can be met by the landfills that service the City of Moreno Valley. Additionally, the Proposed Project, as with all other development in the City, would be required to adhere to City ordinances with respect to waste reduction and recycling. As a result, no additional impacts (beyond those discussed in the HFCP Final EIR) related to State and local statutes governing solid waste are anticipated and no mitigation is required.

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

No mitigation is necessary.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Utility and Service Systems Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the development allowed by the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to utilities and service systems. Therefore, preparation of a subsequent environmental impact report is not warranted.

¹⁵ Bas Based on HFCP Draft EIR, Table 5.15-2, page 5.15-12 for the Approved Project, and CalRecycle solid waste generation rates for manufacturing/warehouse, per <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates> (accessed January 11, 2019).

5 DETERMINATION OF APPROPRIATE CEQA DOCUMENTATION

The following discussion lists the appropriate subsections of §15162 and 15164 of the State CEQA Guidelines and provides justification for the City of Moreno Valley to make a determination of the appropriate CEQA document for the Proposed Project, based on the environmental analysis provided above.

Section 15162 – Subsequent EIRs and Negative Declarations

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:
 - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The environmental impacts expected from the Proposed Project have been adequately addressed in the HFCP Final EIR, as described in this Addendum. As discussed in the Environmental Impact Analysis section of this Addendum, no new or substantially more severe significant environmental effects beyond what was evaluated in the HFCP Final EIR would occur.

- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

As documented herein, the Proposed Project would not result in new or substantially more severe significant environmental effects than previously identified in the HFCP Final EIR. No major revisions to the HFCP Final EIR are required. Since certification of the HFCP Final EIR in February 2009, the City approved the World Logistics Center Specific Plan, which allows over 40 million square feet of logistics uses. The HFCP Final EIR evaluated cumulative impacts based on the previous land use concept for WLC (Moreno Highlands Specific Plan) and noted the future potential for logistics uses at WLC.¹⁶ The net effect of this change (approval of the adjacent WLC Specific Plan) is that the overall cumulative impacts are similar or reduced compared to what was projected in the HFCP Final EIR except for operational air quality and GHG impacts, which were also assumed to be significant and unavoidable in the HFCP Final EIR.¹⁷

Settlement Agreement Condition for Truck Routing

The Proposed Project intends to follow the existing settlement agreement condition to divert large truck traffic to World Logistics Parkway (formerly Theodore Street). As discussed in **Section 4.16, Transportation/Traffic**, this will not result in any new or substantially more severe environmental impact.

Updates to the CEQA Guidelines

The State of California adopted revisions to the CEQA Guidelines which became effective on December 28, 2018. Pursuant to CEQA Guidelines §15007(d), the City of Moreno Valley must comply with the new

¹⁶ Response 6-24, page 3-61 of the HFCP Final EIR.

¹⁷ Section 6.3.5 of the WLC Draft EIR (pages 6-15 through 6-22).

Guidelines 120 days after they become effective, which in this case is April 28, 2018. Although the Proposed Project is currently planned to come before the Planning Commission and City Council before April 28, 2018, City staff have provided the following supplemental discussion of CEQA Guidelines Appendix G topics where appropriate.

ENERGY

The revised CEQA Guidelines created a new separate CEQA checklist topic for “Energy,” consistent with Appendix F of the CEQA Guidelines. The HFCP Final EIR specifically addressed energy conservation in several EIR sections, including land use (compliance with existing plans), air quality and “global climate change.” Table 5.9-6 of the HFCP Draft EIR concluded that the HFCP Project was inconsistent with SCAG’s energy conservation goals due to unavoidable significant air quality impacts. The HFCP EIR identified various energy conservation and sustainability principles that the Proposed Project would comply with. Various GHG measures (still applicable to the Proposed Project as addressed in Section 4.7, Greenhouse Gas Emissions) would reduce energy consumption and related impacts. MM GCC-9 in particular requires that the Proposed Project be LEED certified which will provide third-party verification of energy conservation measures as part of overall sustainable design. As discussed in Section 4.3, Air Quality and Section 4.7, Greenhouse Gas Emissions, the Proposed Project would substantially reduce daily traffic as well as reduce the overall intensity of lands uses, by replacing 120,000 SF of commercial uses with up to 200,000 SF of logistics use. As shown in Table 4.7-1, the Proposed Project would result in 412 MTCO₂e/year, while the HFCP Final EIR’s prediction for Parcels 2 and 3 would result in 1,351 MTCO₂e/year from energy consumption. Therefore, the Proposed Project represents roughly one-third of the previously estimated energy-related GHG emissions.

VEHICLE MILES TRAVELED (VMT)

The revised CEQA Guidelines include changes in the Transportation impact questions to reflect State policy changes related to vehicle miles traveled, including SB743 and the new CEQA Guidelines §15064.3. Subsection (b) of this section includes new criteria for analyzing the VMT impacts of land development projects:

“(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.”

As discussed in Section 4.16, Transportation/Traffic, the Proposed Project would substantially reduce total daily traffic, as the daily traffic from the development of parcels 2 and 3 is projected to be 737 trips; based on real-world observations from the existing Sketchers building next to the Proposed Project. This is a substantial decrease from the HFCP Final EIR’s projection of 7,614 trips. The Proposed Project reducing vehicle trips while maintaining the same trip length as the Final EIR will also result in an overall reduction in the Proposed Project’s VMT. The Proposed Project will comply with mitigation measure GCC-5 which is specifically designed to reduce VMT.

WILDFIRE

The revised CEQA Guidelines include a new separate discussion for Wildfire hazards. Wildfire hazards were addressed in the HFCP Final EIR, which found the impacts to be less than significant. The HFCP Final EIR includes several measures to reduce fire hazards, including MM HH-1 through HH-4. The HFCP Final EIR, and this Addendum, specifically address wildfire hazards (see threshold h in Section 4.8, Hazards and Hazardous Materials and Section 4.14, Public Services) concluding that no significant impacts would occur. The Proposed Project is not in a “very high fire hazard” area, and not otherwise cause significant wildfire hazards nor impede emergency access for wildfire response.

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

- (A) The project will have one or more significant environmental effects not discussed in the previous EIR or negative declaration;

No new significant environmental effects beyond those addressed in the HFCP Final EIR were identified.

- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

Significant project-related effects previously examined would not be substantially more severe than were disclosed in the HFCP Final EIR as a result of the Proposed Project. Impacts associated with all environmental resource areas would be the same as or less than disclosed in the adopted HFCP Final EIR. The Proposed Project would not substantially increase the severity of previously identified impacts.

- (C) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

No mitigation measures or alternatives were found infeasible in the certified HFCP Final EIR.

- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

No other mitigation measures or feasible alternatives have been identified that would substantially reduce significant impacts.

- (b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR is required under subdivision (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

Subsequent to certification of the HFCP Final EIR in 2009, additional technical analyses were performed for the Proposed Project and are the subject of this Addendum. Based on the analysis in this document, the Proposed Project would not result in any new significant environmental effects nor would it substantially increase the severity of significant effects previously identified in the HFCP Final EIR. None

of the conditions listed under subsection (a) would occur that would require preparation of a subsequent EIR.

- (c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation, no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

None of the conditions listed in subsection (a) would occur as a result of the Proposed Project. No subsequent EIR is required.

Section 15164 – Addendum to an EIR or Negative Declaration

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in §15162 calling for preparation of a subsequent EIR have occurred.

As described above, none of the conditions described in the State CEQA Guidelines §15162 calling for the preparation of a subsequent EIR have occurred.

- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in §15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

None of the conditions described in §15162 calling for preparation of a subsequent EIR would occur as a result of the Proposed Project. Therefore, an addendum to the HFCP Final EIR is the appropriate CEQA document for the development of Parcels 2 and 3.

- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

This Addendum will be attached to the HFCP Final EIR and maintained in the administrative record files at the City of Moreno Valley.

- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

The City of Moreno Valley will consider this Addendum together with the HFCP Final EIR prior to making a decision on the Proposed Project.

- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to §15162 should be included in an addendum to an EIR, the lead agency's required findings on the Project, or elsewhere in the record. The explanation must be supported by substantial evidence.

This document provides substantial evidence for City of Moreno Valley records to support the approval of this Addendum as the appropriate CEQA document for consideration of the Proposed Project.

6 CONCLUSION

This Addendum has been prepared in accordance with the provisions of the State CEQA Guidelines to document the finding that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to §§15162 and 15164 of the State CEQA Guidelines, exist in connection with the Proposed Project. No major revisions would be required to the HFCP Final EIR as a result of the proposed change of General Plan Designation, change of Zone, or the approval of a Plot Plan and the construction and operation of a logistics building on the Parcels. No new significant environmental impacts have been identified. Since the certification of the HFCP Final EIR, there has been no new information showing that mitigation measures or alternatives once considered infeasible are now feasible, or showing that there are feasible new mitigation measures or alternatives substantially different from those analyzed in the HFCP Final EIR that the City declined to adopt. Therefore, preparation of a subsequent EIR is not required and the appropriate CEQA document for the Proposed Project is this Addendum to the HFCP Final EIR. No additional environmental impact report is required for the Proposed Project. This document will be maintained in the administrative record files at City of Moreno Valley offices.

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APPENDIX A

Air Quality and Greenhouse Gas Technical Report



MEMORANDUM

To: Mr. Patrick Revere, Highland Fairview Director of Development

From: Ace Malisos
Kimley-Horn and Associates, Inc.

Date: February 26, 2019

Subject: Highland Fairview Corporate Park – Air Quality, Greenhouse Gas and Noise EIR
Addendum Analyses

PURPOSE

This comparative analysis has been undertaken to analyze whether the proposed Highland Fairview Corporate Park Project (Proposed Project or development on Parcels 2 and 3) would result in any new or substantially more severe significant environmental impacts as compared to the conclusions discussed in the certified Highland Fairview Corporate Park PA07-0088 (CZ), PA07-0089 (GPA), PA07-0090 (TPM 35629), and PA07-0091 (PP) Environmental Impact Report (HFCP Final EIR). The purpose of this technical memorandum is to document whether any new air quality, greenhouse gas (GHG), or noise impacts would occur based on proposed updates to the Project (described below) pursuant to State CEQA Guidelines Section 15164.

PROPOSED PROJECT DESCRIPTION

The Proposed Project site is located in Rancho Belago, in the eastern area of the City of Moreno Valley in the County of Riverside. The Project site is bounded by State Route 60 (SR-60) to the north, Eucalyptus Avenue on the south, Redlands Boulevard on the west, and the existing Skechers warehouse on the east. The Proposed Project site is currently vacant.

The Proposed Project site is currently comprised of two parcels, identified as Parcel 2 and Parcel 3 of Parcel Map 35629, part of the Highland Fairview Corporate Park. The Proposed Project site was approved as part of the Highland Fairview Corporate Park in August 2008 (the Approved Project). The Proposed Project proposes changes to the Proposed Project site, as discussed below.

- Parcel 2 has a General Plan Designation of Business Park, and a Zoning Designation of Light Industrial. Parcel 2 was approved for 600,000 square feet of Logistics (Light Industrial) development.
- Parcel 3 has a General Plan Designation of Commercial, and a Zoning Designation of Community Commercial. Parcel 3 was approved for 120,000 square feet of Commercial development.

- The Proposed Project includes a General Plan Amendment for Parcel 3, to change the designation from Commercial to Business Park. The Proposed Project also proposes the merger of Parcel 2 and Parcel 3 into one parcel for future development.
- The development of Parcels 2 and 3 would consist of 800,000 square feet of Logistics use – which would be an increase of 80,000 square feet of development for the two parcels, compared to the approved square footage.
- The merger of Parcels 2 and 3.

AIR QUALITY

Previous Significance Determination: The HFCP Final EIR determined that construction emissions would exceed the South Coast Air Quality Management District's (SCAQMD's) regional emission significance thresholds for volatile organic compounds (VOC) and nitrogen oxides (NO_x) during Phase 1 and VOC during Phases 2 and 3 and impacts would be potentially significant before the implementation of mitigation. Implementation of Mitigation Measures MM AQ-1 through MM AQ-10 would reduce most of the Phase 1 construction impacts to a less than significant level, but particulate matter less than or equal to 10 microns in diameter (PM₁₀) would continue to be a significant impact. The HFCP Final EIR concluded that construction PM₁₀ emissions would be significant and unavoidable despite implementation of mitigation.

The HFCP Final EIR determined that the Approved Project would generate long-term operational emissions that would exceed the SCAQMD's regional thresholds for VOC, NO_x, CO, PM₁₀, and particulate matter less than or equal to 2.5 microns in diameter (PM_{2.5}) during all three phases and operational impacts would be potentially significant before the implementation of mitigation. Mitigation Measures MM AQ-11, MM AQ-12, and MM AQ-13 would reduce Diesel Particulate Matter (DPM) emissions from the diesel truck traffic servicing the Approved Project and reduce operational health risk impacts to less than a significant level. The HFCP Final EIR also determined that the Approved Project's operational emissions contributions to the ozone and PM_{2.5} emission burden would add to a cumulatively considerable impact. Operational impacts were determined to be significant and unavoidable. However, the Approved Project is consistent with the Air Quality Management Plan (AQMP) and would not interfere with attainment because its growth is included in the projections utilized in the formulation of the AQMP.

Project Specific Analysis:

Threshold (a) Conflict with or obstruct implementation of the applicable air quality plan.

The HFCP Final EIR found less than significant impacts related to consistency with the AQMP. The development of Parcels 2 and 3 involves a General Plan Amendment for Parcel 3 from Commercial to Business Park and a Change of Zone for Parcel 3 from Community Commercial to Light Industrial. Based on the *Project Trip Generation Consistency Memorandum* prepared by Kimley-Horn (September 2018), the development of Parcels 2 and 3 would generate approximately 90 percent fewer trips on a

daily basis using Skechers traffic count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the trips predicted in the HFCP Final EIR for the two Parcels in the HFCP Final EIR.¹ The reduction in vehicle trips would result in a reduction in operational emissions; refer to the discussion for Threshold (b), below. As such, the change in land use designation would not substantially change the intensity of development on the two Parcels.

The air quality impacts from development of Parcels 2 and 3 would be consistent with development in the area and would be in compliance with applicable AQMP measures. Therefore, no new impact relative to air quality emissions or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with development of Parcels 2 and 3. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the significance determination in the HFCP Final EIR.

Mitigation Program

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the development of Parcels 2 and 3; therefore, no new and/or refined mitigation measures are required.

Threshold (b) Violate an air quality standard or contribute to an existing or projected air quality violation.

The Proposed Project is under the jurisdiction of the SCAQMD and is located within the South Coast Air Basin (SCAB). The SCAB includes all of Orange County, and portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is in a federal and state non-attainment area for ozone and PM_{2.5}; and a state nonattainment area for ozone, PM₁₀, and PM_{2.5}. An area is considered to be in non-attainment status when air pollution persistently exceeds the State or National Ambient Air Quality Standards.

The Approved Project anticipated the development grading and construction of the entire Approved Project site. Although development of Parcels 2 and 3 would allow an additional 80,000 square feet of building construction, it would not increase the grading area. The impacts resulting from the additional 80,000 square feet of building construction would be insignificant. After the implementation of Mitigation Measures AQ-1 through MM AQ-10 as shown in Table 1 (Mitigated

¹ The HFCP Final EIR trip generation for Parcels 2 and 3 was 7,614 daily trips for 600,000 square feet of logistics and 120,000 square feet of commercial uses. The proposed development of 800,000 square feet on Parcel 2 and 3 of logistics generates 737 daily trips using Skechers traffic data and 1,120 daily trips using ITE 10th Edition rates, which is a 90 percent and 85 percent reduction, respectively.

Construction Emissions), the development of Parcels 2 and 3 would not exceed the SCAQMD thresholds. The HFCP Final EIR identified exceedances of the SCAQMD ROG and NO_x threshold, while construction of Parcels 2 and 3 would not exceed thresholds. Additionally, construction emissions from the development of Parcels 2 and 3 would be lower than what was analyzed in the HFCP Final EIR, except for PM_{2.5}. However, these emissions would not be significant and would not represent a substantial increase.

Table 1: Mitigated Construction Emissions						
Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project¹ <i>800,000 square feet of logistics (EIR Parcels 2 and 3)</i>						
Construction Year 2019	69	80	67	0	8	5
Construction Year 2020	69	2	5	0	1	0
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Approved Highland Fairview Corporate Park Final EIR² <i>600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>						
Parcel 2	111	105	121	0	14	4
Parcel 3	98	39	35	0	8	2
Difference³	-42	-25	-54	0	-6	1
ROG= reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter 10 microns in diameter or less; PM _{2.5} = particulate matter 2.5 microns in diameter or less						
Notes: 1. Emissions modeled with CalEEMod version 2016.3.2. Mitigation includes compliance with SCAQMD Rule 403 (Dust Control). Refer to Appendix A for model outputs. 2. Emissions from the approved <i>Highland Fairview Corporate Park EIR</i> , Table 5.3-27 and Table 5.3-28 (2008). 3. The highest daily emissions from Proposed Project construction are compared to the Approved Project emissions to be conservative.						

The main source of air pollutant emissions during operations is from motor vehicles. As noted above, based on the Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (September 2018), development of Parcels 2 and 3 would generate approximately 90 percent fewer trips on a daily basis using Skechers traffic count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the trips predicted in the HFCP Final EIR for the two Parcels. Operational emissions associated with development of Parcels 2 and 3 are summarized in Table 2 (Operational Emissions – Project with ITE 10th Edition Trip Generation Rates) and Table 3 (Operational Emissions – Project with Skechers Trip Generation Rates). The estimated emissions associated with proposed operations are compared to the emissions

analyzed in the HFCP Final EIR. As shown in Table 2 and Table 3, the development of Parcels 2 and 3 is estimated to generate fewer air pollutant emissions than what was considered in the HFCP Final EIR. The vehicle trips for proposed Parcel 2 and 3 development would be lower than the trip generation predicted in the HFCP Final EIR for the two Parcels, and corresponding air emissions would also be lower than what was previously analyzed. No new operational impacts would occur.

Table 2: Operational Emissions – Project with ITE 10 th Edition Trip Generation Rates						
Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project¹ <i>800,000 square feet of logistics (Parcels 2 and 3)</i>	43	184	129	0	15	7
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	No	Yes	No	No	No	No
Approved Highland Fairview Corporate Park Final EIR² <i>600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>	157	1,116	1,344	3	367	94
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	Yes	Yes	Yes	No	Yes	Yes
Difference	-114	-932	-1,215	-3	-352	-87
ROG= reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter 10 microns in diameter or less; PM _{2.5} = particulate matter 2.5 microns in diameter or less						
Notes:						
1. Proposed Parcel 2 and 3 operational emissions were modeled with CalEEMod version 2016.3.2 using ITE 10 th Edition trip rates, and Final EIR fleet mix and trip lengths. Mobile source emissions use EMFAC2017 emissions factors. Refer to Appendix A for model outputs.						
2. Parcel 2 and 3 emissions are derived from the approved <i>Highland Fairview Corporate Park Final EIR</i> , Table 5.3-31, page 3-217 (2008).						

Table 3: Operational Emissions – Project with Skechers Trip Generation Rates						
Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project¹ <i>800,000 square feet of logistics (Parcels 2 and 3)</i>	40	145	101	0	11	6
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	No	Yes	No	No	No	No
Approved Highland Fairview Corporate Park Final EIR² <i>600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>	157	1,116	1,334	3	367	94
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	Yes	Yes	Yes	No	Yes	Yes
Difference	-117	-971	-1,234	-3	-356	-88
ROG= reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter 10 microns in diameter or less; PM _{2.5} = particulate matter 2.5 microns in diameter or less						
Notes: 1. Proposed Parcel 2 and 3 operational emissions were modeled with CalEEMod version 2016.3.2 using Skechers trip generation rates, and Final EIR fleet mix and trip lengths. Mobile source emissions use EMFAC2017 emissions factors. Refer to Appendix A for model outputs. 2. Parcel 2 and 3 emissions are derived from the approved <i>Highland Fairview Corporate Park Final EIR</i> , Table 5.3-31, page 3-217 (2008).						

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated with implementation of the Approved Project. The following measures from the HFCP Final EIR as updated, are applicable to the development of Parcels 2 and 3:

Mitigation Measures from the Final EIR

Construction

MM AQ-1 Prior to construction of the project, the project applicant shall comply with SCAQMD Rule 403 by providing a Fugitive Dust Control Plan that describes the application of best management practices to control fugitive dust during construction. Best management practices shall include:

- Application of water on disturbed soils a minimum of three times per day;
- Covering haul vehicles;

- Replanting disturbed areas as soon as practical;
- Restricting vehicle speeds on unpaved roads to 15 mph;
- Suspension of all grading activities during high wind speeds in excess of 25 mph.
- A Large Operation notification shall be submitted to the SCAQMD prior to construction.
- Project applicant to designate a person(s) to monitor the dust control program and to order increased watering, as necessary.
- Post a sign with the telephone number and person to contact regarding dust complaints. The person shall take corrective action within 24 hours.
- Complete all roadways, driveways, sidewalks, etc. as soon as possible; building pads should be developed as soon as possible after grading unless seeding, polymer, water, landscaping, soil binders, or similar means are applied within five working days after grading completion to minimize fugitive dust.
- Street sweeping shall be accomplished as needed to remove soil transport to adjacent areas; sweeping shall require use of equipment certified under SCAQMD Rule 1186.1.

MM AQ-2

The project applicant shall meet CARB standards by assuring use of lowest emission construction equipment reasonably available for use on this project. All off-road equipment with a horsepower rating of 25 horsepower or greater used on the Project Site during the construction of the Project will meet a minimum Tier II rating and at least 80 percent of such equipment will meet a minimum Tier III rating and that the general contractor certify that this requirement has been satisfied. ~~The construction fleet average shall meet or exceed Tier II level and t~~ The applicant shall provide incentives in the bidding process in selecting construction contractors that propose the lowest-emission construction equipment (i.e., high pressure injectors; smaller engine sizes; electric equipment; gasoline powered equipment with catalytic converters; and alternatively fueled construction equipment).

The applicant shall also provide incentives in the bidding process in selecting grading and construction contractors that propose the use of equipment using Level III diesel particulate filters.

Note: Mitigation Measure MM AQ-2 has been updated to be consistent with the Settlement Agreement and the latest SCAQMD recommended practices for a project of this size.

MM AQ-3

During project construction, construction equipment shall be properly maintained in accordance with manufacturer's specifications; maintenance shall include proper tuning and timing of engines. During maintenance, precautions shall be taken to ensure that fuel is not leaked onto the ground. Equipment maintenance records and

equipment design specification data sheets shall be kept on site during construction and subject to inspection by the SCAQMD.

- MM AQ-4** During project construction, the project applicant shall require all contractors to turn off all construction equipment and delivery vehicles when not in use or prohibit idling in excess of ~~five (5)~~ three (3) minutes.

Note: Mitigation Measure MM AQ-4 has been updated to be consistent with the latest SCAQMD recommended practices for a project of this size.

- MM AQ-5** Prior to issuance of a grading permit, the project applicant shall provide a traffic control to plan to the City of Moreno Valley that will describe in detail safe detours around the project construction site with temporary traffic control (e.g., flag person) during construction-related truck hauling activities, as required by the City Construction activities that affect traffic flow on the arterial system shall be minimized by scheduling such activities to off-peak hours. Construction truck travel shall be routed to minimize travel on congested streets and near to sensitive receptor areas. Construction traffic shall gain access to the project site via World Logistics Center Parkway (formerly Theodore Street) and Eucalyptus Avenue to the greatest extent possible to minimize traffic and dust along Redlands Boulevard. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.

Note: Mitigation Measure MM AQ-13 has been updated to reflect the current street name.

- MM AQ-6** All paints shall be low VOC paints and applied using either high volume lowpressure (HVLP) spray equipment or by hand application. For a list of low VOC paints, refer to the website www.aqmd.gov/prdas/brochures/paintguide.html.

- MM AQ-7A** **Construction Phases.** Prior to the issuance of grading permits, the developer shall provide documentation to the City of Moreno Valley indicating that construction workers will be encouraged to carpool to the greatest extent practical, including providing information on park and ride programs available to workers. The project shall also provide for lunch services onsite during construction to minimize the need for offsite vehicle trips. Workers shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.

- MM AQ-7B** **Occupancy.** Prior to the issuance of occupancy permits, the project applicant shall provide documentation to the City of Moreno Valley indicating that tenant workers will be encouraged to carpool to the greatest extent practical including providing

information on park and ride programs available to employees. Employees shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.

- MM AQ-8** During project construction, onsite electrical hook-ups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel powered electric generators.
- MM AQ-9** During construction, rumble or bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks or any equipment leaving the site with each trip.
- MM-AQ-10** Offsite construction improvements shall be limited to an 8-hour day during daylight hours.

Conclusion

No new impact relative to air quality emissions evaluated in the HFCP Final EIR would occur with the development of Parcels 2 and 3. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would alter the Final EIR's significance finding.

Threshold (c) Result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors).

The HFCP Final EIR for the Approved Project determined that cumulative contributions to the ozone and PM_{2.5} emission burden would result in a cumulatively considerable impact. As noted above, the development of Parcels 2 and 3 would result in fewer vehicle trips than the Approved Project and would not substantially change the intensity of development on the site. Therefore, no new impacts would occur. HFCP Final EIR Mitigation Measures MM AQ-11 through MM AQ-21 would be required to reduce impacts from diesel exhaust emissions.

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated with implementation of the Approved Project. The following measures from the Final EIR, as updated, are applicable to the development of Parcels 2 and 3:

Mitigation Measures from the Final EIR

Refer to Mitigation Measures MM AQ-1 through MM AQ-10, above. The following additional mitigation measures are also required:

- MM AQ-11** All project entrances shall be posted with signs which state:
- Diesel trucks servicing the project shall not idle for more than 3 minutes; and
 - Telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
- MM AQ-12** Electricity shall be provided in the loading dock areas for transportation refrigeration units visiting the site, if any.
- Note: Mitigation Measure MM AQ-13 has been satisfied through the City's approval of the World Logistics Center Specific Plan.*
- MM AQ-14** Electrical hookups shall be provided for transport refrigeration units within the Commercial component (Phases 2 and 3) to eliminate the need for idling of diesel-powered transport refrigeration units.
- MM AQ-15** The project applicant shall include in all new lease documents the requirement that the tenants shall utilize only trucks using refrigeration units capable of utilizing electrical hook-ups for deliveries to the tenant.
- MM AQ-16** All diesel trucks servicing logistics facilities in the Proposed Project site should meet or exceed 2010 engine emission standards specified in the California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025, or be powered by natural gas, electricity, or another diesel alternative. Facility operators shall maintain a log of all trucks servicing the facility to document that trucks meet these emissions standards. This log shall be available for inspection by City staff at any time.
- Note: Mitigation Measure MM AQ-16 has been updated to be consistent with the latest standard practices and SCAQMD recommendations.*
- MM AQ-17** The project shall be designed such that the check-in point for trucks is inside the facility property to ensure that there are no trucks queuing outside the facility.
- MM AQ-18** Food services shall be provided onsite.
- MM AQ-19** Prior to the Issuance of Occupancy Permits, written evidence shall be provided to the Planning and Transportation Engineering Divisions that the project applicant shall include in all new lease documents the requirement that the tenant shall provide employees with incentives for carpooling or impose a parking fee.
- MM AQ-20** The property owners association shall maximize use of electrical equipment for landscape maintenance.
- MM AQ-21** Prior to the issuance of a certificate of occupancy for Phase 3, traffic signals, including interconnect hardware installed, or paid for, in whole or in part, by the project

applicant shall be synchronized by the applicant, to the satisfaction of the City Engineer.

Conclusion

No new impact relative to cumulative air quality emissions or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with development of Parcels 2 and 3. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would alter the HFCP Final EIR's significance finding.

Threshold (d) Expose sensitive receptors to substantial pollutant concentrations.

The HFCP Final EIR determined that implementation of Mitigation Measures MM AQ-1 through MM AQ-21 would reduce impacts to sensitive receptors to a less than significant level. The nearest sensitive receptors to Parcels 2 and 3 include residences located approximately 650 feet north (across SR-60) and approximately 1,000 feet southwest along Redlands Boulevard.

Construction

The Approved Project anticipated the development grading and construction of the entire Approved Project site. Although development of Parcels 2 and 3 would allow an additional 80,000 square feet of building construction, it would not increase the grading area. The impacts resulting from the additional 80,000 square feet of building construction would be insignificant. After the implementation of Mitigation Measures AQ-1 through MM AQ-10 as shown in Table 1 impacts would not exceed SCAQMD thresholds and would also be below emissions levels predicted in the HFCP Final EIR for the two Parcels.

Operations

The HFCP Final EIR determined that operational emissions would not exceed the SCAQMD's localized significance thresholds. During operations, the number of vehicles (including heavy trucks) associated with development of Parcels 2 and 3 would be lower than what was analyzed in the HFCP Final EIR due to more accurate and project specific trip generation rates. Therefore, operational emissions and impacts to sensitive receptors would not increase and development of Parcels 2 and 3 would not result in the exposure of sensitive receptors to substantial pollutant concentrations. The Proposed Project changes would not alter the conclusions of the Final EIR. No new significant air quality impacts would occur.

Carbon Monoxide Hotspots. The HFCP Final EIR determined that the Approved Project's traffic in combination existing levels of traffic along with the growth in ambient traffic and traffic from future related projects would not result in a carbon monoxide (CO) hotspot. Vehicle exhaust is the primary source of CO emissions. Consequently, the highest ambient CO concentrations are generally found within close proximity to congested intersection locations. As noted above, development of Parcels 2 and 3 would generate approximately 90 percent fewer trips on a daily basis using Skechers traffic

count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the number of trips predicted in the HFCP Final EIR for the two Parcels. Therefore, the development of Parcels 2 and 3 would not increase congestion beyond what was analyzed in the HFCP Final EIR and would not result in a CO hotspot.

Health Risk Assessment. The HFCP Final EIR determined that operational health risk impacts would be less than significant with the implementation of MM AQ-11 and MM AQ-12.² Health risks associated with the project occur from diesel particulate emissions from truck traffic. Mitigation Measures MM AQ-11 and MM AQ-12 would require idling limitations and the electrification of the loading dock areas and would reduce diesel particulate matter emissions from associated diesel truck traffic. As discussed above, development of Parcels 2 and 3 would generate fewer vehicle trips (including trucks) than what was analyzed in the HFCP Final EIR.³ Therefore, air emissions and associated health risks would also be lower than what would occur under the approved Project, no new impacts would occur.

Mitigation Program

Refer to Mitigation Measures MM AQ-1 through MM AQ-21, above.

Conclusion

There are no new potentially significant impacts associated with development of Parcels 2 and 3; therefore, no new and/or refined mitigation measures are required.

Threshold (e) Create objectionable odors affecting a substantial number of people.

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include the following: agriculture, wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Proposed Project is a logistics facility and does not propose to include any odor-inducing uses on the Proposed Project site. The development of Parcels 2 and 3 would not result in a source of objectionable odors; no impact would occur.

Mitigation Program

None identified in the HFCP Final EIR.

² HFCP Final EIR, page 3-40 (Response 6-8).

³ The HFCP Final EIR assumed that trucks would make up 54 percent of the total vehicle trips for logistics uses and Parcels 2 and 3 would generate 548 daily truck trips. Applying this truck percentage to the Skechers trip generation for Parcels 2 and 3 would result in 398 daily truck trips.

Conclusion

There are no new potentially significant impacts associated with development of Parcels 2 and 3; therefore, no new and/or refined mitigation measures are required for issues related to odors.

Overall Air Quality Impact Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the development of Parcels 2 and 3 would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to air quality. Construction emissions from the development of Parcels 2 and 3 would not be significant and would not represent a substantial increase over emissions predicted in the HFCP Final EIR. As the trips associated with the development of Parcels 2 and 3 would be lower than the trip generation estimates in the HFCP Final EIR (approximately 90 percent fewer trips on a daily basis using Skechers traffic count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the number of trips predicted in the HFCP Final EIR for the two Parcels), associated air emissions would also be lower than what would occur under the approved Project, no new operational impacts would occur.

As the development of Parcels 2 and 3 would generate fewer vehicle trips, the development of Parcels 2 and 3 would not result in a CO hotspot. Additionally, air emissions and associated health risks would also be lower than what would occur under the approved Project and no new impacts would occur. Therefore, operational emissions and impacts to sensitive receptors would not increase and the development of Parcels 2 and 3 would not result in the exposure of sensitive receptors to substantial pollutant concentrations. Therefore, preparation of a subsequent environmental impact report is not warranted.

GREENHOUSE GAS EMISSIONS

Previous Significance Determination: The HFCP Final EIR determined that greenhouse gas (GHG) emissions would result in a significant and unavoidable impact despite the implementation of Mitigation Measures MM GCC-1 through MM GCC-10.

Project Specific Analysis:

Threshold (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Threshold (b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The HFCP Final EIR for the Approved Project determined that GHG emissions would be significant and unavoidable despite implementation of mitigation. Based on the Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (September 2018), the development of Parcels 2 and 3 would result in fewer vehicle trips than the Approved Project. Additionally, even with the increase in total square footage for Parcels 2 and 3 (the 200,000 square foot increase in logistics facilities and the

120,000 square foot reduction in commercial facilities). The emissions projections for Parcels 2 and 3, as a result of the changes, fall below Final EIR projections.

The SCAQMD has adopted a quantitative GHG emission significance threshold of 10,000 MTCO₂e/year to assess direct impacts from industrial projects where the SCAQMD is the lead agency. This threshold was also considered by the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group. However, no threshold has been formally adopted for use by all lead agencies. The GHG CEQA Significance Threshold Stakeholder Working Group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utilities such as sanitation and power companies throughout the South Coast Air Basin, industry groups, and environmental and professional organizations. The numeric threshold was developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provides guidance to CEQA practitioners in determining whether GHG emissions from a proposed project are significant.

Operational GHG emissions associated with the development of Parcels 2 and 3 are summarized in Table 4 (Construction and Operational GHG Emissions [Mitigated]). The estimated emissions associated with proposed operations are compared to the emissions predicted in the HFCP Final EIR for the two Parcels. As shown in Table 4, the GHG emissions from development of Parcels 2 and 3 are below the SCAQMD 10,000 MTCO₂e threshold and would be 19,906 MTCO₂e less than what was analyzed in the HFCP Final EIR for the two Parcels.

Modeled emissions are broken down into the general categories of mobile sources, water demand, energy consumption, area sources, solid waste and sequestration. Emissions from the development of Parcels 2 and 3 from these categories are discussed below.

Construction. Construction would result in direct GHG emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions⁴. The amortized emissions associated with development on Parcels 2 and 3 would be 47 MTCO₂e per year. The HFCP Final EIR predicted amortized construction emissions from Parcel 2 and 3 as 59 MTCO₂eq. Once construction is complete, the generation of these GHG emissions would cease.

Area Sources. Area source emissions occur from hearths, architectural coatings, landscaping equipment, and consumer products. The development of Parcels 2 and 3 involves logistics uses and would not include hearths. Landscaping and consumer products would be limited. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively

⁴ The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

insignificant as direct GHG emissions. As shown in Table 4, the development of Parcels 2 and 3 would result in 0.02 MTCO₂eq/yr. The difference in water demand related energy consumption is primarily due to building area and land use type, as well as differences in consumption and emissions factors.

Table 4: Construction and Operational GHG Emissions (Mitigated)	
Source	Emissions (MTCO₂e per Year)¹
Parcels 2 and 3²	
<i>800,000 square feet of logistics (Parcels 2 and 3)</i>	
Construction Amortized Over 30 Years	46
Area Source (Landscape Equipment)	0.02
Energy (Electricity and Natural Gas)	412
Mobile Sources (Motor Vehicles)	5,390
Off-road (Forklifts)	141
Stationary (Fire Pumps)	115
Waste	189
Water and Wastewater	818
Total	7,111
<i>SCAQMD Industrial Project Threshold</i>	<i>10,000</i>
Exceeds SCAQMD Threshold?	No
Approved Highland Fairview Corporate Park Final EIR – Parcels 2 and 3^{2,3}	
<i>600,000 square feet of logistics (Parcel 2) in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>	
Construction Amortized Over 30 Years	59
Natural Gas (Energy)	230
Indirect Electricity (Energy)	1,121
Motor Vehicles	25,443
Refrigerants (Area Source)	160
Landscape Equipment (Area Source)	1
Water Transport for Building Uses	37
Water Transport for Landscape	37
Sinks (Onsite Tree Sequestration) ⁴	-68
Total	27,018
Difference	-19,906
Notes: 1. Emissions modeled with CalEEMod version 2016.3.2 using ITE 10 th Edition trip rates and Final EIR fleet mix and trip lengths. CalEEMod vehicle emissions factors were updated with EMFAC2017 vehicle emissions factors. Mobile source emissions based on ITE 10 th Edition trip rates are conservatively presented in this table. Mobile emissions using Skechers trip rates are lower than the emissions shown in this table. Mitigation includes. Refer to Appendix A for model outputs. 2. Emissions in this table are mitigated. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GHG-6 and MM GHG -8 through MM GCC-11 would be required. 3. Parcel 2 and 3 emissions are derived from the approved <i>HFCP Final EIR</i> , Table 5.3-27 and Table 5.3-28 (2008). 4. Sequestration emissions were conservatively not included in the emissions modeling for the proposed development on Parcels 2 and 3.	

Energy Consumption. Energy consumption consists of emissions from project consumption of electricity and natural gas. The development of Parcels 2 and 3 would result in 412 MTCO₂e/yr and the and the Approved project would result in 1,351 MTCO₂e/yr from energy consumption; refer to [Table 4](#). The difference in energy consumption emissions is primarily due to building area and land use type, as well as differences (i.e. updates) in consumption and emissions factors.

Mobile Sources. Mobiles sources from the development of Parcels 2 and 3 were calculated with CalEEMod and Approved Project emissions were calculated with URBEMIS (the recommended emissions model at the time the Draft HFCP EIR was prepared). Both CalEEMod and URBEMIS use the CARB EMFAC emissions database and project specific land use data to calculate mobile source emissions. The CalEEMod vehicle emissions factors were manually updated with EMFAC2017 vehicle emissions factors. As shown in [Table 4](#), the HFCP Final EIR predicted Parcel 2 and 3 mobile sources would generate 25,443 MTCO₂eq/yr while the emissions predicted from the development of Parcels 2 and 3 using the current EMFAC and CalEEMod models would be 5,390 MTCO₂eq/yr. This decrease is due to the lower trip generation with the development of Parcels 2 and 3 and the fact that the models reflect the fact that emissions improve over time because of regulatory requirements, inspection and maintenance programs, and fleet turnover.

Water Demand. As shown in [Table 4](#), the development of Parcels 2 and 3 would result in 818 MTCO₂e/yr, an increase from the 74 MTCO₂e predicted in the HFCP Final EIR, from the electricity consumption associated with water conveyance and treatment. The difference in water demand related energy consumption is primarily due to building area and land use type, as well as differences in consumption and emissions factors.

Solid Waste. The development of Parcels 2 and 3 would result in 189 MTCO₂e/yr. The HFCP Final EIR did not quantify solid waste emissions for the Approved Project.

Sequestration. Sequestration refers to the process of vegetation storing CO₂ (thereby reducing project CO₂ emissions) as landscaping would be added to the site. Conservatively, the emissions modeling for the development of Parcels 2 and 3 does not take credit for sequestration. The HFCP Final EIR determined that the vegetation included as landscaping for the Approved Project would reduce emissions by 68 MTCO₂eq/yr.

Impact Conclusion

As shown in [Table 4](#), the development of Parcels 2 and 3 is estimated to generate fewer GHG emissions than what was considered in the HFCP Final EIR for the two Parcels. Additionally, the development on Parcels 2 and 3 would result in 7,112 MTCO₂e per year, which is below the 10,000 MTCO₂e per year threshold. Therefore, no new impacts would occur. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GHG-6 and MM GHG-8 through MM GCC-11 would be required to reduce GHG emissions. It should be noted that MM GHG-7 requires the use of biodiesel fuel during construction. However, this measure is not considered feasible because biodiesel would result in

additional construction NO_x emissions⁵ (an ozone precursor). Therefore, there would not be any new or substantially more severe environmental impacts. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GCC-10 would be required to reduce GHG emissions.

Furthermore, since the HFCP Final EIR was adopted, state agencies have implemented additional regulations that will further reduce Project and cumulative GHG emissions, Including:

- California Building Energy Standards and CALGreen Code (effective January 1, 2017);
- Senate Bill 350, approved on October 7, 2015, which increases the state’s Renewable Portfolio Standards for electricity providers from 33 percent to 50 percent by December 31, 2030, among other measures;
- California Air Resources Board’s Advanced Clean Car program (2012) and Mobile Source Strategy (2016), each of which serve to reduce mobile GHG emissions;
- Executive Order B-16-2012 (Zero Emission Vehicles) which targets having over 1.5 million zero-emission vehicles in the state by 2025;
- Senate Bill 32 (2016 amendments to the California Global Warming Solutions Act) establishing a new target of 40 percent GHG emission reductions below 1990 levels by 2030;
- Assembly Bill 398 (2017) which extends the state’s Cap-and-Trade program through 2030; and 2014 and 2017 Scoping Plan Updates (Air Resources Board) which provide a comprehensive plan for the state to achieve its GHG targets through a variety of regulations enacted at the state level.

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated the implementation of the Highland Fairview Corporate Park Project. The following measures from the HFCP Final EIR are applicable to the development of Parcels 2 and 3:

Mitigation Measures from the Final EIR

MM GCC-1 The project shall be designed to meet applicable 2008 Title 24 energy efficiency requirements, or any more stringent requirements that may be adopted prior to the issuance of building permits for the project.

⁵ California Air Resources Board, *Final Report CARB Assessment of the Emissions from the Use of Biodiesel as a Motor Vehicle Fuel in California “Biodiesel Characterization and NO_x Mitigation Study”*, October 2011 and California Air Resources Board, *Final Report CARB Comprehensive B5/B10 Biodiesel Blends Heavy-Duty Engine Dynamometer Testing*, June 2014.

MM GCC-2 All buildings shall be designed with “cool roofs” using products certified by the Cool Roof Rating Council, and exposed roof surfaces shall use “cool paints.”

MM GCC-3 The project shall install a photovoltaic array (solar panels) or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, to meet the project's Phase 1 office electricity needs of any offices within the Proposed Project.

Note: Mitigation Measure MM GCC-3 has been updated to reflect the Proposed Project.

MM GCC-4 The design and operation of the project shall use ENERGY STAR-qualified energy efficient products for heating and cooling systems and for built-in appliances and lighting.

MM GCC-5 To reduce vehicle miles traveled and emissions associated with trucks and vehicles, the following measures shall be implemented to the satisfaction of the Community Development Director, Public Works Director, Building Official, and Transportation Division Manager:

- a. Onsite secure, weather-protected bicycle storage parking shall be provided. Onsite showers (one for males and one for females) and lockers for employees shall be provided in each building. Onsite convenient bicycle parking shall be provided for retail customers.
- b. Any traffic lights installed as part of this project shall use Light Emitting Diodes.
- c. Pedestrian and bicycle connections shall be provided to surrounding areas consistent with the Existing General Plan.
- d. A Transportation Management Association (TMA) shall be established for the project by the applicant. The TMA shall coordinate its efforts with other TMAs in the City and encourage and coordinate carpooling by occupants of the project. The TMA shall advertise its services to the building occupants. The TMA shall offer transit or other incentives to the employees to reduce greenhouse gas emissions. A shuttle shall be provided during any one hour period where the number of employees using public transit exceeds 20 during the period. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordinating rides. Within two months after project completion, the TMA shall submit a plan to the City that outlines the measures the TMA has implemented and contact information.
- e. There shall be preferential parking for carpoolers, vanpools, and alternatively fueled vehicles.

- MM GCC-6** The project shall provide a minimum of two electric vehicle-charging stations.
- MM GCC-8** Prior to issuance of a grading permit, the project shall have in place a City-approved Solid Waste Diversion and Recycling Plan that demonstrates the diversion and recycling of all salvageable and re-useable wood, metal, plastic and paper products used during project construction. A similar Plan shall be in place prior to occupancy that demonstrates the diversion and recycling of all wood, metal, plastic and paper products during on-going operation of the warehouse and office portions of the project. The Plans shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.
- MMGCC-9** The project shall be certifiable under Leadership in Energy and Environmental Design (LEED). The project shall obtain the following credits from the LEED for New Construction & Major Renovations, version 2.2 (or equivalent): Sustainable Sites Credit 7.1: Heat Island Effect, Non-Roof; LEED Energy & Atmosphere Credit 1, Optimize Energy Performance, in part through installing skylights and utilizing energy efficient lighting. Demonstration of certifiability shall be provided to the satisfaction of the City, prior to the issuance of building permits.
- MMGCC-10** The project shall be designed to accommodate trucks utilizing “SmartWay Truck Efficiency” emission reduction features. Trailer tails (extenders) are incompatible with loading docks and are exempt from this measure.
- MM GCC-11** Every truck that enters the site with a gross vehicle weight rating over 10,000 pounds shall have an Engine Certification Label. If it does not have the label, it shall be prohibited from entering the project site.

See also MMs AQ-3, AQ-4, AQ-5, AQ-7A, AQ 7B, and AQ-14 through AQ-21, which reduce GHG emissions.

Conclusion

There are no new potentially significant impacts associated with the development of Parcels 2 and 3; therefore, no new and/or refined mitigation measures are required for issues related to GHG emissions.

NOISE

Previous Significance Determination: The HFCP Final EIR determined that Mitigation Measures MM N-1 through MM N-5 would bring construction noise levels into compliance with the Moreno Valley Noise Ordinance and reduce impacts from construction noise to less than significant levels. Operational traffic noise impacts and on-site operational activities would also be less than significant. However, cumulative traffic noise impacts to residences along two roadway segments north of SR-60

are anticipated to be greater than 65 CNEL. Soundwall mitigation is not considered feasible and cumulative noise impacts at these locations were determined to be significant and unavoidable.

Project Specific Analysis:

- Threshold (a)** Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Threshold (b)** Exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels.
- Threshold (c)** Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- Threshold (d)** Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The HFCP Final EIR for the Approved Project determined that construction and operational noise impacts would be less than significant with the implementation of construction noise mitigation measures. Cumulative traffic noise impacts would be significant and no feasible mitigation is available. Based on the Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (September 2018), the development of Parcels 2 and 3 would result in fewer vehicle trips than the Approved Project, with associated reduction motor vehicle noise. Fewer vehicle trips would reduce the severity of the cumulative noise impacts identified in the HFCP Final EIR. HFCP Final EIR Mitigation Measures MM N-1 and MM N-3 through MM N-5 would be required to reduce construction noise impacts. Therefore, construction-related noise would not increase and no new impacts would occur.

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated the implementation of the Approved Project. The following measures from the HFCP Final EIR are applicable to the development of Parcels 2 and 3:

Mitigation Measures from the Final EIR

- MM N-1** **No Construction Vehicles on Redlands Boulevard south of Future Eucalyptus Avenue.** Other than construction vehicles necessary for identified offsite improvements within Redlands Boulevard, no construction vehicles shall be allowed in the vicinity of any residences on Redlands Boulevard south of existing Fir/future Eucalyptus Avenue. The prohibition for construction traffic should occur for all phases of the proposed project.
- MM N-3** **Daytime Construction Noise.** If project site grading activities must occur within 560 feet of noise-sensitive land uses during the daytime (7 a.m. to 8 p.m.), then temporary

sound barriers of sufficient height and density to reduce daytime noise levels to 60 dBA (Leq) or less must be placed between the grading activities and the noise-sensitive land uses. Prior to the issuance of a grading permit, the developer shall submit a NRCP to the City as part of the grading permit submittal showing the limits of daytime construction based on the 560 foot setback in relation to the location of occupied residential dwellings and their associated parcels and other noises sensitive uses.

In the event any new residential units or other noise sensitive land uses are built and occupied in the vicinity of the project site prior to completion of Phase 1 construction, the NRCP shall be modified to show the new 560 foot setback for day time construction and grading activities in relation to the new residences.

With the implementation of this mitigation measure the loudest noise level that would be experienced at any developed residential parcel would be less than 60 dBA (Leq) during the daytime, and these levels would be consistent with the limits established in the City's Noise Ordinance. Compliance with these standards during Phase 1 construction of the project should be assured through the NRCP and periodic monitoring of noise levels at developed residential parcels within 560 feet of the project site. This mitigation measure does not apply to off-site construction.

MM N-4 **Require Equipment Maintenance.** All equipment should be maintained in good working order and fitted with the appropriate silencers, mufflers or acoustic covers where applicable.

MM N-5 **Locate Material Stockpiles 1,200 Feet from Residences south of the Freeway.** Material stockpiles should be located at least 1,200 feet from the residences south of future Eucalyptus Avenue along ~~Theodore Street~~ World Logistics Parkway and Redlands Boulevard. Remotely locating the stockpiles reduces the noise at the residences from equipment traveling to and from the stockpiles and the banging noises that are sometimes associated with stacking materials.

Note: Mitigation Measure MM N-5 has been updated to reflect the current street name.

Threshold (e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; and**

Threshold (f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.**

Parcels 2 and 3 are not located within an airport land use plan and are not located within two miles of a public airport or public use airport. The nearest private airport to Parcels 2 and 3 is Redlands Municipal Airport, located approximately 10 miles to the north. Due to the distance, noise levels from aircraft activities associated with airports will be less than significant. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Mitigation Program

None identified in the HFCP Final EIR.

Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the development on Parcels 2 and 3 would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to noise. Therefore, preparation of a subsequent environmental impact report is not warranted.

Appendix A

Air Quality and GHG Data

HFCP Proposed Project - Construction - Riverside-South Coast County, Annual

HFCP Proposed Project - Construction

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	800.00	1000sqft	18.37	800,000.00	0
Free-Standing Discount Superstore	80.00	1000sqft	1.84	80,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - anticipated schedule

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment to account for on-site earthwork

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Trips and VMT -
Grading - project earthwork
Construction Off-road Equipment Mitigation - Per Rule 403
Operational Off-Road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	370.00	170.00
tblGrading	AcresOfGrading	157.50	87.50
tblOffRoadEquipment	HorsePower	172.00	200.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00

2.0 Emissions Summary

2.1 Overall Construction
Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	2.1827	8.4717	6.6626	0.0153	0.5893	0.3947	0.9839	0.1809	0.3725	0.5534	0.0000	1,375.3472	1,375.3472	0.2159	0.0000	1,380.7447
2020	2.8792	0.0805	0.1809	4.3000e-004	0.0332	4.8600e-003	0.0381	8.8300e-003	4.8500e-003	0.0137	0.0000	38.5321	38.5321	1.5300e-003	0.0000	38.5703
Maximum	2.8792	8.4717	6.6626	0.0153	0.5893	0.3947	0.9839	0.1809	0.3725	0.5534	0.0000	1,375.3472	1,375.3472	0.2159	0.0000	1,380.7447

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	2.1827	8.4717	6.6626	0.0153	0.4717	0.3947	0.8664	0.1359	0.3725	0.5084	0.0000	1,375.3463	1,375.3463	0.2159	0.0000	1,380.7438
2020	2.8792	0.0805	0.1809	4.3000e-004	0.0315	4.8600e-003	0.0364	8.4000e-003	4.8500e-003	0.0133	0.0000	38.5321	38.5321	1.5300e-003	0.0000	38.5703
Maximum	2.8792	8.4717	6.6626	0.0153	0.4717	0.3947	0.8664	0.1359	0.3725	0.5084	0.0000	1,375.3463	1,375.3463	0.2159	0.0000	1,380.7438

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	19.16	0.00	11.67	23.96	0.00	8.01	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2019	3-31-2019	2.7372	2.7372
2	4-1-2019	6-30-2019	2.9089	2.9089
3	7-1-2019	9-30-2019	2.9408	2.9408
4	10-1-2019	12-31-2019	2.0469	2.0469
5	1-1-2020	3-31-2020	2.2909	2.2909
6	4-1-2020	6-30-2020	0.6797	0.6797

		Highest	2.9408	2.9408

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2019	2/18/2019	5	35	
2	Building Construction	Building Construction	2/19/2019	10/14/2019	5	170	
3	Paving	Paving	10/15/2019	11/11/2019	5	20	
4	Architectural Coating	Architectural Coating	11/12/2019	4/27/2020	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,320,000; Non-Residential Outdoor: 440,000; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Other Construction Equipment	1	8.00	200	0.42
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	4	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	4	7.00	231	0.29
Building Construction	Forklifts	8	8.00	89	0.20
Building Construction	Generator Sets	4	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	4	7.00	97	0.37
Building Construction	Welders	4	8.00	46	0.45

Paving	Pavers	4	8.00	130	0.42
Paving	Paving Equipment	4	8.00	132	0.36
Paving	Rollers	4	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	9	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	362.00	144.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	12	30.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	72.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1111	1.3122	0.7520	1.4300e-003		0.0549	0.0549		0.0505	0.0505	0.0000	128.8696	128.8696	0.0408	0.0000	129.8890

Total	0.1111	1.3122	0.7520	1.4300e-003	0.1518	0.0549	0.2067	0.0629	0.0505	0.1134	0.0000	128.8696	128.8696	0.0408	0.0000	129.8890

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-003	1.4600e-003	0.0153	4.0000e-005	4.4200e-003	3.0000e-005	4.4500e-003	1.1700e-003	3.0000e-005	1.2000e-003	0.0000	3.8222	3.8222	1.0000e-004	0.0000	3.8248
Total	2.0000e-003	1.4600e-003	0.0153	4.0000e-005	4.4200e-003	3.0000e-005	4.4500e-003	1.1700e-003	3.0000e-005	1.2000e-003	0.0000	3.8222	3.8222	1.0000e-004	0.0000	3.8248

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0562	0.0000	0.0562	0.0233	0.0000	0.0233	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1111	1.3122	0.7520	1.4300e-003		0.0549	0.0549		0.0505	0.0505	0.0000	128.8695	128.8695	0.0408	0.0000	129.8888
Total	0.1111	1.3122	0.7520	1.4300e-003	0.0562	0.0549	0.1111	0.0233	0.0505	0.0738	0.0000	128.8695	128.8695	0.0408	0.0000	129.8888

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-003	1.4600e-003	0.0153	4.0000e-005	4.1900e-003	3.0000e-005	4.2200e-003	1.1200e-003	3.0000e-005	1.1400e-003	0.0000	3.8222	3.8222	1.0000e-004	0.0000	3.8248
Total	2.0000e-003	1.4600e-003	0.0153	4.0000e-005	4.1900e-003	3.0000e-005	4.2200e-003	1.1200e-003	3.0000e-005	1.1400e-003	0.0000	3.8222	3.8222	1.0000e-004	0.0000	3.8248

3.3 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.6099	5.2904	4.0596	6.7800e-003		0.3081	0.3081		0.2923	0.2923	0.0000	586.6772	586.6772	0.1274	0.0000	589.8632
Total	0.6099	5.2904	4.0596	6.7800e-003		0.3081	0.3081		0.2923	0.2923	0.0000	586.6772	586.6772	0.1274	0.0000	589.8632

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0415	1.4125	0.2812	3.1700e-003	0.0773	0.0106	0.0880	0.0223	0.0102	0.0325	0.0000	303.0819	303.0819	0.0258	0.0000	303.7275
Worker	0.1528	0.1113	1.1675	3.2300e-003	0.3382	2.1200e-003	0.3403	0.0898	1.9600e-003	0.0918	0.0000	292.1944	292.1944	7.9900e-003	0.0000	292.3943
Total	0.1943	1.5239	1.4487	6.4000e-003	0.4155	0.0128	0.4283	0.1121	0.0121	0.1242	0.0000	595.2763	595.2763	0.0338	0.0000	596.1218

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.6099	5.2904	4.0596	6.7800e-003		0.3081	0.3081		0.2923	0.2923	0.0000	586.6765	586.6765	0.1274	0.0000	589.8625
Total	0.6099	5.2904	4.0596	6.7800e-003		0.3081	0.3081		0.2923	0.2923	0.0000	586.6765	586.6765	0.1274	0.0000	589.8625

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0415	1.4125	0.2812	3.1700e-003	0.0740	0.0106	0.0847	0.0215	0.0102	0.0317	0.0000	303.0819	303.0819	0.0258	0.0000	303.7275
Worker	0.1528	0.1113	1.1675	3.2300e-003	0.3206	2.1200e-003	0.3227	0.0855	1.9600e-003	0.0874	0.0000	292.1944	292.1944	7.9900e-003	0.0000	292.3943

Total	0.1943	1.5239	1.4487	6.4000e-003	0.3946	0.0128	0.4074	0.1070	0.0121	0.1191	0.0000	595.2763	595.2763	0.0338	0.0000	596.1218

3.4 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0291	0.3049	0.2933	4.6000e-004		0.0165	0.0165		0.0152	0.0152	0.0000	40.9504	40.9504	0.0130	0.0000	41.2743
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0291	0.3049	0.2933	4.6000e-004		0.0165	0.0165		0.0152	0.0152	0.0000	40.9504	40.9504	0.0130	0.0000	41.2743

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4900e-003	1.0900e-003	0.0114	3.0000e-005	3.3000e-003	2.0000e-005	3.3200e-003	8.8000e-004	2.0000e-005	8.9000e-004	0.0000	2.8488	2.8488	8.0000e-005	0.0000	2.8508
Total	1.4900e-003	1.0900e-003	0.0114	3.0000e-005	3.3000e-003	2.0000e-005	3.3200e-003	8.8000e-004	2.0000e-005	8.9000e-004	0.0000	2.8488	2.8488	8.0000e-005	0.0000	2.8508

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0291	0.3049	0.2933	4.6000e-004		0.0165	0.0165		0.0152	0.0152	0.0000	40.9503	40.9503	0.0130	0.0000	41.2742
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0291	0.3049	0.2933	4.6000e-004		0.0165	0.0165		0.0152	0.0152	0.0000	40.9503	40.9503	0.0130	0.0000	41.2742

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4900e-003	1.0900e-003	0.0114	3.0000e-005	3.1300e-003	2.0000e-005	3.1500e-003	8.3000e-004	2.0000e-005	8.5000e-004	0.0000	2.8488	2.8488	8.0000e-005	0.0000	2.8508
Total	1.4900e-003	1.0900e-003	0.0114	3.0000e-005	3.1300e-003	2.0000e-005	3.1500e-003	8.3000e-004	2.0000e-005	8.5000e-004	0.0000	2.8488	2.8488	8.0000e-005	0.0000	2.8508

3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Archit. Coating	1.2236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-003	0.0330	0.0331	5.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	4.5959	4.5959	3.9000e-004	0.0000	4.6056
Total	1.2284	0.0330	0.0331	5.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	4.5959	4.5959	3.9000e-004	0.0000	4.6056

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4400e-003	4.6900e-003	0.0492	1.4000e-004	0.0142	9.0000e-005	0.0143	3.7800e-003	8.0000e-005	3.8600e-003	0.0000	12.3069	12.3069	3.4000e-004	0.0000	12.3153
Total	6.4400e-003	4.6900e-003	0.0492	1.4000e-004	0.0142	9.0000e-005	0.0143	3.7800e-003	8.0000e-005	3.8600e-003	0.0000	12.3069	12.3069	3.4000e-004	0.0000	12.3153

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-003	0.0330	0.0331	5.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	4.5959	4.5959	3.9000e-004	0.0000	4.6056
Total	1.2284	0.0330	0.0331	5.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	4.5959	4.5959	3.9000e-004	0.0000	4.6056

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4400e-003	4.6900e-003	0.0492	1.4000e-004	0.0135	9.0000e-005	0.0136	3.6000e-003	8.0000e-005	3.6800e-003	0.0000	12.3069	12.3069	3.4000e-004	0.0000	12.3153
Total	6.4400e-003	4.6900e-003	0.0492	1.4000e-004	0.0135	9.0000e-005	0.0136	3.6000e-003	8.0000e-005	3.6800e-003	0.0000	12.3069	12.3069	3.4000e-004	0.0000	12.3153

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.8552					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.0707	0.0769	1.2000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	10.7237	10.7237	8.3000e-004	0.0000	10.7444
Total	2.8653	0.0707	0.0769	1.2000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	10.7237	10.7237	8.3000e-004	0.0000	10.7444

Unmitigated Construction Off-Site

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0139	9.7400e-003	0.1040	3.1000e-004	0.0315	2.0000e-004	0.0317	8.4000e-003	1.9000e-004	8.5900e-003	0.0000	27.8085	27.8085	7.0000e-004	0.0000	27.8259
Total	0.0139	9.7400e-003	0.1040	3.1000e-004	0.0315	2.0000e-004	0.0317	8.4000e-003	1.9000e-004	8.5900e-003	0.0000	27.8085	27.8085	7.0000e-004	0.0000	27.8259

HFCP Proposed Project - Construction - Riverside-South Coast County, Summer

HFCP Proposed Project - Construction

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	800.00	1000sqft	18.37	800,000.00	0
Free-Standing Discount Superstore	80.00	1000sqft	1.84	80,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10	Operational Year	2020		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - anticipated schedule

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment to account for on-site earthwork

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Trips and VMT -

Grading - project earthwork

Construction Off-road Equipment Mitigation - Per Rule 403

Operational Off-Road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	370.00	170.00
tblGrading	AcresOfGrading	157.50	87.50
tblOffRoadEquipment	HorsePower	172.00	200.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	68.6429	79.8556	66.9135	0.1591	8.9304	3.7741	12.0680	3.6647	3.5809	6.5512	0.0000	15,719.2344	15,719.2344	2.5756	0.0000	15,771.4219
2020	68.5886	1.9005	4.7346	0.0109	0.8048	0.1158	0.9206	0.2134	0.1154	0.3289	0.0000	1,074.5961	1,074.5961	0.0421	0.0000	1,075.6492
Maximum	68.6429	79.8556	66.9135	0.1591	8.9304	3.7741	12.0680	3.6647	3.5809	6.5512	0.0000	15,719.2344	15,719.2344	2.5756	0.0000	15,771.4219

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	68.6429	79.8556	66.9135	0.1591	4.7180	3.7741	8.4921	1.3974	3.5809	4.8580	0.0000	15,719.2344	15,719.2344	2.5756	0.0000	15,771.4219
2020	68.5886	1.9005	4.7346	0.0109	0.7628	0.1158	0.8786	0.2031	0.1154	0.3186	0.0000	1,074.5961	1,074.5961	0.0421	0.0000	1,075.6492
Maximum	68.6429	79.8556	66.9135	0.1591	4.7180	3.7741	8.4921	1.3974	3.5809	4.8580	0.0000	15,719.2344	15,719.2344	2.5756	0.0000	15,771.4219

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	43.70	0.00	27.85	58.73	0.00	24.76	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2019	2/18/2019	5	35	

2	Building Construction	Building Construction	2/19/2019	10/14/2019	5	170	
3	Paving	Paving	10/15/2019	11/11/2019	5	20	
4	Architectural Coating	Architectural Coating	11/12/2019	4/27/2020	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,320,000; Non-Residential Outdoor: 440,000; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Other Construction Equipment	1	8.00	200	0.42
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	4	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	4	7.00	231	0.29
Building Construction	Forklifts	8	8.00	89	0.20
Building Construction	Generator Sets	4	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	4	7.00	97	0.37
Building Construction	Welders	4	8.00	46	0.45
Paving	Pavers	4	8.00	130	0.42
Paving	Paving Equipment	4	8.00	132	0.36
Paving	Rollers	4	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class

Grading	9	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	362.00	144.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	12	30.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	72.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.3480	74.9841	42.9732	0.0820		3.1360	3.1360		2.8851	2.8851		8,117.3973	8,117.3973	2.5683		8,181.6038
Total	6.3480	74.9841	42.9732	0.0820	8.6733	3.1360	11.8093	3.5965	2.8851	6.4816		8,117.3973	8,117.3973	2.5683		8,181.6038

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1266	0.0777	1.0218	2.6300e-003	0.2571	1.5900e-003	0.2587	0.0682	1.4600e-003	0.0696		261.6301	261.6301	7.3200e-003		261.8133
Total	0.1266	0.0777	1.0218	2.6300e-003	0.2571	1.5900e-003	0.2587	0.0682	1.4600e-003	0.0696		261.6301	261.6301	7.3200e-003		261.8133

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2135	0.0000	3.2135	1.3325	0.0000	1.3325			0.0000			0.0000
Off-Road	6.3480	74.9841	42.9732	0.0820		3.1360	3.1360		2.8851	2.8851	0.0000	8,117.3973	8,117.3973	2.5683		8,181.6038
Total	6.3480	74.9841	42.9732	0.0820	3.2135	3.1360	6.3494	1.3325	2.8851	4.2176	0.0000	8,117.3973	8,117.3973	2.5683		8,181.6038

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Worker	0.1266	0.0777	1.0218	2.6300e-003	0.2437	1.5900e-003	0.2453	0.0649	1.4600e-003	0.0664		261.6301	261.6301	7.3200e-003		261.8133
Total	0.1266	0.0777	1.0218	2.6300e-003	0.2437	1.5900e-003	0.2453	0.0649	1.4600e-003	0.0664		261.6301	261.6301	7.3200e-003		261.8133

3.3 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388		7,608.2460	7,608.2460	1.6527		7,649.5637
Total	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388		7,608.2460	7,608.2460	1.6527		7,649.5637

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4796	16.3920	3.0718	0.0379	0.9222	0.1245	1.0467	0.2655	0.1191	0.3846		3,993.1576	3,993.1576	0.3195		4,001.1453
Worker	1.9932	1.2232	16.0820	0.0414	4.0463	0.0250	4.0713	1.0731	0.0230	1.0961		4,117.8308	4,117.8308	0.1153		4,120.7128
Total	2.4728	17.6152	19.1539	0.0793	4.9685	0.1495	5.1180	1.3386	0.1421	1.4807		8,110.9884	8,110.9884	0.4348		8,121.8582

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388	0.0000	7,608.2460	7,608.2460	1.6527		7,649.5637
Total	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388	0.0000	7,608.2460	7,608.2460	1.6527		7,649.5637

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4796	16.3920	3.0718	0.0379	0.8828	0.1245	1.0073	0.2558	0.1191	0.3750		3,993.1576	3,993.1576	0.3195		4,001.1453
Worker	1.9932	1.2232	16.0820	0.0414	3.8352	0.0250	3.8602	1.0213	0.0230	1.0443		4,117.8308	4,117.8308	0.1153		4,120.7128
Total	2.4728	17.6152	19.1539	0.0793	4.7180	0.1495	4.8675	1.2771	0.1421	1.4193		8,110.9884	8,110.9884	0.4348		8,121.8582

3.4 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Off-Road	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172		4,514.0050	4,514.0050	1.4282		4,549.7096
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172		4,514.0050	4,514.0050	1.4282		4,549.7096

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1652	0.1014	1.3328	3.4300e-003	0.3353	2.0700e-003	0.3374	0.0889	1.9100e-003	0.0908		341.2567	341.2567	9.5500e-003		341.4955
Total	0.1652	0.1014	1.3328	3.4300e-003	0.3353	2.0700e-003	0.3374	0.0889	1.9100e-003	0.0908		341.2567	341.2567	9.5500e-003		341.4955

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	0.0000	4,514.0050	4,514.0050	1.4282		4,549.7096
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Total	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	0.0000	4,514.0050	4,514.0050	1.4282		4,549.7096

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1652	0.1014	1.3328	3.4300e-003	0.3178	2.0700e-003	0.3199	0.0846	1.9100e-003	0.0865		341.2567	341.2567	9.5500e-003		341.4955
Total	0.1652	0.1014	1.3328	3.4300e-003	0.3178	2.0700e-003	0.3199	0.0846	1.9100e-003	0.0865		341.2567	341.2567	9.5500e-003		341.4955

3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	68.2464	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3964	0.2433	3.1986	8.2300e-003	0.8048	4.9700e-003	0.8098	0.2134	4.5800e-003	0.2180		819.0161	819.0161	0.0229		819.5893
Total	0.3964	0.2433	3.1986	8.2300e-003	0.8048	4.9700e-003	0.8098	0.2134	4.5800e-003	0.2180		819.0161	819.0161	0.0229		819.5893

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	68.2464	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3964	0.2433	3.1986	8.2300e-003	0.7628	4.9700e-003	0.7678	0.2031	4.5800e-003	0.2077		819.0161	819.0161	0.0229		819.5893
Total	0.3964	0.2433	3.1986	8.2300e-003	0.7628	4.9700e-003	0.7678	0.2031	4.5800e-003	0.2077		819.0161	819.0161	0.0229		819.5893

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	68.2222	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3664	0.2167	2.9032	7.9600e-003	0.8048	4.8700e-003	0.8097	0.2134	4.4900e-003	0.2179		793.1481	793.1481	0.0203		793.6563

Total	0.3664	0.2167	2.9032	7.9600e-003	0.8048	4.8700e-003	0.8097	0.2134	4.4900e-003	0.2179		793.1481	793.1481	0.0203		793.6563

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	68.2222	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3664	0.2167	2.9032	7.9600e-003	0.7628	4.8700e-003	0.7677	0.2031	4.4900e-003	0.2076		793.1481	793.1481	0.0203		793.6563
Total	0.3664	0.2167	2.9032	7.9600e-003	0.7628	4.8700e-003	0.7677	0.2031	4.4900e-003	0.2076		793.1481	793.1481	0.0203		793.6563

HFCP Proposed Project - Construction - Riverside-South Coast County, Winter

HFCP Proposed Project - Construction

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	800.00	1000sqft	18.37	800,000.00	0
Free-Standing Discount Superstore	80.00	1000sqft	1.84	80,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10	Operational Year	2020		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - anticipated schedule

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment to account for on-site earthwork

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Trips and VMT -

Grading - project earthwork

Construction Off-road Equipment Mitigation - Per Rule 403

Operational Off-Road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	370.00	170.00
tblGrading	AcresOfGrading	157.50	87.50
tblOffRoadEquipment	HorsePower	172.00	200.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	68.6338	79.8613	64.3651	0.1534	8.9304	3.7756	12.0680	3.6647	3.5824	6.5512	0.0000	15,146.4344	15,146.4344	2.5746	0.0000	15,199.1318
2020	68.5810	1.9080	4.1799	0.0101	0.8048	0.1158	0.9206	0.2134	0.1154	0.3289	0.0000	992.9778	992.9778	0.0395	0.0000	993.9644
Maximum	68.6338	79.8613	64.3651	0.1534	8.9304	3.7756	12.0680	3.6647	3.5824	6.5512	0.0000	15,146.4344	15,146.4344	2.5746	0.0000	15,199.1318

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	68.6338	79.8613	64.3651	0.1534	4.7180	3.7756	8.4936	1.3974	3.5824	4.8595	0.0000	15,146.4344	15,146.4344	2.5746	0.0000	15,199.1318
2020	68.5810	1.9080	4.1799	0.0101	0.7628	0.1158	0.8786	0.2031	0.1154	0.3186	0.0000	992.9778	992.9778	0.0395	0.0000	993.9644
Maximum	68.6338	79.8613	64.3651	0.1534	4.7180	3.7756	8.4936	1.3974	3.5824	4.8595	0.0000	15,146.4344	15,146.4344	2.5746	0.0000	15,199.1318

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	43.70	0.00	27.84	58.73	0.00	24.74	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2019	2/18/2019	5	35	

2	Building Construction	Building Construction	2/19/2019	10/14/2019	5	170
3	Paving	Paving	10/15/2019	11/11/2019	5	20
4	Architectural Coating	Architectural Coating	11/12/2019	4/27/2020	5	120

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,320,000; Non-Residential Outdoor: 440,000; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Other Construction Equipment	1	8.00	200	0.42
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	4	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	4	7.00	231	0.29
Building Construction	Forklifts	8	8.00	89	0.20
Building Construction	Generator Sets	4	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	4	7.00	97	0.37
Building Construction	Welders	4	8.00	46	0.45
Paving	Pavers	4	8.00	130	0.42
Paving	Paving Equipment	4	8.00	132	0.36
Paving	Rollers	4	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class

Grading	9	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	362.00	144.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	12	30.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	72.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.3480	74.9841	42.9732	0.0820		3.1360	3.1360		2.8851	2.8851		8,117.3973	8,117.3973	2.5683		8,181.6038
Total	6.3480	74.9841	42.9732	0.0820	8.6733	3.1360	11.8093	3.5965	2.8851	6.4816		8,117.3973	8,117.3973	2.5683		8,181.6038

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1237	0.0805	0.8281	2.3600e-003	0.2571	1.5900e-003	0.2587	0.0682	1.4600e-003	0.0696		234.7190	234.7190	6.3700e-003		234.8782
Total	0.1237	0.0805	0.8281	2.3600e-003	0.2571	1.5900e-003	0.2587	0.0682	1.4600e-003	0.0696		234.7190	234.7190	6.3700e-003		234.8782

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2135	0.0000	3.2135	1.3325	0.0000	1.3325			0.0000			0.0000
Off-Road	6.3480	74.9841	42.9732	0.0820		3.1360	3.1360		2.8851	2.8851	0.0000	8,117.3973	8,117.3973	2.5683		8,181.6038
Total	6.3480	74.9841	42.9732	0.0820	3.2135	3.1360	6.3494	1.3325	2.8851	4.2176	0.0000	8,117.3973	8,117.3973	2.5683		8,181.6038

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Worker	0.1237	0.0805	0.8281	2.3600e-003	0.2437	1.5900e-003	0.2453	0.0649	1.4600e-003	0.0664		234.7190	234.7190	6.3700e-003		234.8782
Total	0.1237	0.0805	0.8281	2.3600e-003	0.2437	1.5900e-003	0.2453	0.0649	1.4600e-003	0.0664		234.7190	234.7190	6.3700e-003		234.8782

3.3 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388		7,608.2460	7,608.2460	1.6527		7,649.5637
Total	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388		7,608.2460	7,608.2460	1.6527		7,649.5637

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5035	16.3547	3.5715	0.0365	0.9222	0.1261	1.0482	0.2655	0.1206	0.3861		3,843.9164	3,843.9164	0.3549		3,852.7900
Worker	1.9475	1.2662	13.0340	0.0371	4.0463	0.0250	4.0713	1.0731	0.0230	1.0961		3,694.2721	3,694.2721	0.1002		3,696.7781
Total	2.4510	17.6209	16.6055	0.0736	4.9685	0.1510	5.1195	1.3386	0.1436	1.4822		7,538.1885	7,538.1885	0.4552		7,549.5681

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388	0.0000	7,608.2460	7,608.2460	1.6527		7,649.5637
Total	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388	0.0000	7,608.2460	7,608.2460	1.6527		7,649.5637

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5035	16.3547	3.5715	0.0365	0.8828	0.1261	1.0088	0.2558	0.1206	0.3764		3,843.9164	3,843.9164	0.3549		3,852.7900
Worker	1.9475	1.2662	13.0340	0.0371	3.8352	0.0250	3.8602	1.0213	0.0230	1.0443		3,694.2721	3,694.2721	0.1002		3,696.7781
Total	2.4510	17.6209	16.6055	0.0736	4.7180	0.1510	4.8690	1.2771	0.1436	1.4207		7,538.1885	7,538.1885	0.4552		7,549.5681

3.4 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Off-Road	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172		4,514.0050	4,514.0050	1.4282		4,549.7096
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172		4,514.0050	4,514.0050	1.4282		4,549.7096

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1614	0.1049	1.0802	3.0700e-003	0.3353	2.0700e-003	0.3374	0.0889	1.9100e-003	0.0908		306.1552	306.1552	8.3100e-003		306.3628
Total	0.1614	0.1049	1.0802	3.0700e-003	0.3353	2.0700e-003	0.3374	0.0889	1.9100e-003	0.0908		306.1552	306.1552	8.3100e-003		306.3628

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	0.0000	4,514.0050	4,514.0050	1.4282		4,549.7096
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Total	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	0.0000	4,514.0050	4,514.0050	1.4282		4,549.7096

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1614	0.1049	1.0802	3.0700e-003	0.3178	2.0700e-003	0.3199	0.0846	1.9100e-003	0.0865		306.1552	306.1552	8.3100e-003		306.3628
Total	0.1614	0.1049	1.0802	3.0700e-003	0.3178	2.0700e-003	0.3199	0.0846	1.9100e-003	0.0865		306.1552	306.1552	8.3100e-003		306.3628

3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	68.2464	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3874	0.2519	2.5924	7.3800e-003	0.8048	4.9700e-003	0.8098	0.2134	4.5800e-003	0.2180		734.7724	734.7724	0.0199		735.2708
Total	0.3874	0.2519	2.5924	7.3800e-003	0.8048	4.9700e-003	0.8098	0.2134	4.5800e-003	0.2180		734.7724	734.7724	0.0199		735.2708

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	68.2464	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3874	0.2519	2.5924	7.3800e-003	0.7628	4.9700e-003	0.7678	0.2031	4.5800e-003	0.2077		734.7724	734.7724	0.0199		735.2708
Total	0.3874	0.2519	2.5924	7.3800e-003	0.7628	4.9700e-003	0.7678	0.2031	4.5800e-003	0.2077		734.7724	734.7724	0.0199		735.2708

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	68.2222	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3588	0.2242	2.3485	7.1400e-003	0.8048	4.8700e-003	0.8097	0.2134	4.4900e-003	0.2179		711.5298	711.5298	0.0177		711.9716

Total	0.3588	0.2242	2.3485	7.1400e-003	0.8048	4.8700e-003	0.8097	0.2134	4.4900e-003	0.2179		711.5298	711.5298	0.0177		711.9716

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	68.2222	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3588	0.2242	2.3485	7.1400e-003	0.7628	4.8700e-003	0.7677	0.2031	4.4900e-003	0.2076		711.5298	711.5298	0.0177		711.9716
Total	0.3588	0.2242	2.3485	7.1400e-003	0.7628	4.8700e-003	0.7677	0.2031	4.4900e-003	0.2076		711.5298	711.5298	0.0177		711.9716

HFCP - Proposed Project - Logistics ITE10th Rates - Riverside-South Coast County, Annual

HFCP - Proposed Project - Logistics ITE10th Rates

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operational only run

Vehicle Trips - ITE 10th Trip Rates

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5

Area Mitigation -

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HDD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HDD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleEF	HDD	1.50	0.22

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01

tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	1.03	5.34
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	1.42	0.23
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.53	55.60
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.43	1.4920e-003
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tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	28.85	60.97
tblVehicleEF	HHD	2.90	3.63
tblVehicleEF	HHD	20.32	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.01	0.11
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00

tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.84	4.86
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5640e-003
tblVehicleEF	HHD	6,023.73	11,407.74
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.13

tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	0.96	4.45
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	1.11	5.07
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.06	0.00
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tblVehicleEF	LDA	1.29	2.21

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tblVehicleEF	LDA	60.91	56.42
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.6640e-003	2.6800e-003
tblVehicleEF	LDA	6.3100e-004	5.5800e-004
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
tblVehicleEF	LDA	5.4700e-003	0.05
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tblVehicleEF	LDA	1.14	1.85
tblVehicleEF	LDA	289.77	292.94
tblVehicleEF	LDA	60.91	55.74
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.19

tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
tblVehicleEF	LDA	259.39	267.14
tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003

tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDT1	0.01	8.9240e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.62	1.77
tblVehicleEF	LDT1	3.78	2.55
tblVehicleEF	LDT1	325.17	321.11
tblVehicleEF	LDT1	74.01	68.78
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.03	0.04

tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
tblVehicleEF	LDT1	74.01	67.86
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003
tblVehicleEF	LDT1	7.9900e-004	6.7200e-004

tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
tblVehicleEF	LDT1	74.01	68.75
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.28	0.51
tblVehicleEF	LDT1	3.1880e-003	3.1390e-003
tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.05	0.06

tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003
tblVehicleEF	LDT2	7.1890e-003	0.07

tblVehicleEF	LDT2	1.00	1.22
tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
tblVehicleEF	LDT2	83.75	73.39
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25
tblVehicleEF	LDT2	83.75	74.28

tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43
tblVehicleEF	LHD1	0.09	1.25

tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003
tblVehicleEF	LHD1	0.02	0.01

tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
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tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
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tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
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tblVehicleEF	LHD1	3.5500e-004	9.2000e-005
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40

tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
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tblVehicleEF	LHD1	2.54	0.87
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
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tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.33	0.48

tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
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tblVehicleEF	LHD2	0.56	0.57
tblVehicleEF	LHD2	1.18	0.43
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89
tblVehicleEF	LHD2	0.54	0.14

tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.0860e-003	4.1010e-003
tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56

tblVehicleEF	LHD2	1.24	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.92	1.97
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.07	0.08

tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
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tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31
tblVehicleEF	MCY	0.14	0.22

tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28
tblVehicleEF	MCY	46.70	60.77

tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003

tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19

tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.28	0.49

tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.14	1.60
tblVehicleEF	MH	6.37	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.22
tblVehicleEF	MH	1.76	1.66
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9900e-003	0.01

tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
tblVehicleEF	MH	1,005.77	1,483.09
tblVehicleEF	MH	58.82	18.96
tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01
tblVehicleEF	MH	6.9300e-004	1.8800e-004

tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.67	0.14

tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
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tblVehicleEF	MHD	1,067.94	996.67
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tblVehicleEF	MHD	1.06	8.54
tblVehicleEF	MHD	1.70	3.03
tblVehicleEF	MHD	11.65	1.14
tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.40	0.02

tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1890e-003	7.1350e-003
tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.24	0.32
tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
tblVehicleEF	MHD	55.18	2.63
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tblVehicleEF	MHD	1.60	2.86
tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003

tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
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tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
tblVehicleEF	MHD	0.06	2.7240e-003
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tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.63	0.33
tblVehicleEF	MHD	143.73	795.71
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tblVehicleEF	MHD	1.01	8.32
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tblVehicleEF	MHD	11.66	1.14
tblVehicleEF	MHD	4.5890e-003	0.04
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005

tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
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tblVehicleEF	MHD	1.3840e-003	7.5330e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
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tblVehicleEF	MHD	0.05	7.1500e-003
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tblVehicleEF	MHD	7.2400e-004	2.1530e-003
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tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.6900e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.41	0.09
tblVehicleEF	OBUS	7.2400e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2300e-004	1.4100e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.26
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.06	0.16
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tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.6420e-003	0.01
tblVehicleEF	OBUS	0.03	0.02

tblVehicleEF	OBUS	0.26	8.33
tblVehicleEF	OBUS	0.65	1.36
tblVehicleEF	OBUS	6.15	1.71
tblVehicleEF	OBUS	77.97	1,506.30
tblVehicleEF	OBUS	1,103.17	1,428.68
tblVehicleEF	OBUS	70.73	13.98
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tblVehicleEF	OBUS	1.26	2.30
tblVehicleEF	OBUS	2.17	0.77
tblVehicleEF	OBUS	1.4900e-004	0.05
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.4300e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.99
tblVehicleEF	OBUS	1.8320e-003	0.03
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tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.39	0.09
tblVehicleEF	OBUS	7.5600e-004	0.01
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tblVehicleEF	OBUS	8.1600e-004	1.3800e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.25

tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.43	0.09
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4220e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.29	9.79
tblVehicleEF	OBUS	0.63	1.34
tblVehicleEF	OBUS	6.63	1.83
tblVehicleEF	OBUS	69.87	1,458.33
tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.19
tblVehicleEF	OBUS	0.37	11.14
tblVehicleEF	OBUS	1.34	2.41
tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	2.1500e-004	0.07
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	2.0600e-004	0.07
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	1.9540e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.01
tblVehicleEF	OBUS	8.7300e-004	0.02
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.19

tblVehicleEF	OBUS	0.42	0.09
tblVehicleEF	OBUS	6.7900e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2400e-004	1.4000e-004
tblVehicleEF	OBUS	1.9540e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.27
tblVehicleEF	OBUS	8.7300e-004	0.02
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.45	0.10
tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.4070e-003
tblVehicleEF	SBUS	0.06	0.02
tblVehicleEF	SBUS	7.81	32.73
tblVehicleEF	SBUS	0.66	0.61
tblVehicleEF	SBUS	6.73	2.74
tblVehicleEF	SBUS	1,154.91	3,383.64
tblVehicleEF	SBUS	1,108.94	1,127.26
tblVehicleEF	SBUS	53.24	17.35
tblVehicleEF	SBUS	10.58	31.49
tblVehicleEF	SBUS	4.99	4.99
tblVehicleEF	SBUS	12.59	0.58
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.32	0.32

tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.5410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.00
tblVehicleEF	SBUS	2.0600e-003	6.2980e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.14
tblVehicleEF	SBUS	0.37	0.11
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.4900e-004	1.7200e-004
tblVehicleEF	SBUS	4.5410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.77
tblVehicleEF	SBUS	2.0600e-003	6.2980e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.14
tblVehicleEF	SBUS	0.40	0.13
tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.5000e-003
tblVehicleEF	SBUS	0.05	0.02
tblVehicleEF	SBUS	7.67	32.36
tblVehicleEF	SBUS	0.67	0.62
tblVehicleEF	SBUS	4.88	1.97
tblVehicleEF	SBUS	1,207.92	3,480.26
tblVehicleEF	SBUS	1,108.94	1,127.28
tblVehicleEF	SBUS	53.24	16.06
tblVehicleEF	SBUS	10.92	32.36

tblVehicleEF	SBUS	4.69	4.70
tblVehicleEF	SBUS	12.56	0.57
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	9.8070e-003	0.03
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.93	3.99
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.31	0.10
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.1800e-004	1.5900e-004
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.77
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.34	0.10
tblVehicleEF	SBUS	0.85	0.86

tblVehicleEF	SBUS	0.01	7.4050e-003
tblVehicleEF	SBUS	0.07	0.02
tblVehicleEF	SBUS	7.99	33.23
tblVehicleEF	SBUS	0.66	0.61
tblVehicleEF	SBUS	7.09	2.80
tblVehicleEF	SBUS	1,081.70	3,250.22
tblVehicleEF	SBUS	1,108.94	1,127.26
tblVehicleEF	SBUS	53.24	17.45
tblVehicleEF	SBUS	10.11	30.29
tblVehicleEF	SBUS	4.94	4.92
tblVehicleEF	SBUS	12.59	0.58
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.01
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.38	0.12
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	6.5500e-004	1.7300e-004
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.78
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.42	0.13
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.35	23.58
tblVehicleEF	UBUS	16.43	2.03
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.35
tblVehicleEF	UBUS	5.46	0.30
tblVehicleEF	UBUS	12.53	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09

tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8570e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.40	0.10
tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	23.84
tblVehicleEF	UBUS	5.09	0.29
tblVehicleEF	UBUS	12.44	0.23
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.17	0.09

tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.29	0.09

tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	1.40
tblVehicleTrips	SU_TR	1.68	1.40
tblVehicleTrips	WD_TR	1.68	1.40

2.0 Emissions Summary

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	688.2201	688.2201	0.0265	6.7300e-003	690.8872
Mobile	1.5695	20.9220	14.4837	0.0587	1.9810	0.2254	2.2064	0.5469	0.2155	0.7624	0.0000	5,625.0085	5,625.0085	0.1341	0.0000	5,628.3601
Offroad	0.1498	1.3494	1.2275	1.5900e-003		0.1005	0.1005		0.0925	0.0925	0.0000	139.6630	139.6630	0.0452	0.0000	140.7922
Stationary	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396
Waste						0.0000	0.0000		0.0000	0.0000	152.6492	0.0000	152.6492	9.0213	0.0000	378.1819
Water						0.0000	0.0000		0.0000	0.0000	58.6920	767.5224	826.2143	6.0599	0.1489	1,022.0830

Total	5.2368	23.3143	16.4160	0.0620	1.9810	0.3682	2.3492	0.5469	0.3503	0.8972	211.3412	7,334.6729	7,546.0140	15.3030	0.1556	7,974.9652

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	410.6396	410.6396	0.0156	4.1100e-003	412.2531
Mobile	1.5441	20.3042	14.1966	0.0562	1.8617	0.2132	2.0749	0.5140	0.2038	0.7178	0.0000	5,386.5209	5,386.5209	0.1290	0.0000	5,389.7455
Offroad	0.1498	1.3494	1.2275	1.5900e-003		0.1005	0.1005		0.0925	0.0925	0.0000	139.6630	139.6630	0.0452	0.0000	140.7922
Stationary	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396
Waste						0.0000	0.0000		0.0000	0.0000	76.3246	0.0000	76.3246	4.5107	0.0000	189.0910
Water						0.0000	0.0000		0.0000	0.0000	46.9536	614.0179	660.9715	4.8479	0.1191	817.6664
Total	5.2088	22.6729	16.1091	0.0593	1.8617	0.3542	2.2159	0.5140	0.3368	0.8508	123.2782	6,665.1004	6,788.3785	9.5644	0.1232	7,064.2090

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.53	2.75	1.87	4.26	6.02	3.81	5.67	6.02	3.85	5.17	41.67	9.13	10.04	37.50	20.82	11.42

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Improve Pedestrian Network
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option

Employee Vanpool/Shuttle
Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5441	20.3042	14.1966	0.0562	1.8617	0.2132	2.0749	0.5140	0.2038	0.7178	0.0000	5,386.5209	5,386.5209	0.1290	0.0000	5,389.7455
Unmitigated	1.5695	20.9220	14.4837	0.0587	1.9810	0.2254	2.2064	0.5469	0.2155	0.7624	0.0000	5,625.0085	5,625.0085	0.1341	0.0000	5,628.3601

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	280.00	280.00	280.00	1,200,001	1,127,768
Unrefrigerated Warehouse-No Rail	840.00	840.00	840.00	3,600,002	3,383,305
Total	1,120.00	1,120.00	1,120.00	4,800,003	4,511,073

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	349.5914	349.5914	0.0144	2.9900e-003	350.8421
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	601.5573	601.5573	0.0248	5.1400e-003	603.7093
NaturalGas Mitigated	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	61.0482	61.0482	1.1700e-003	1.1200e-003	61.4110
NaturalGas Unmitigated	8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	86.6628	86.6628	1.6600e-003	1.5900e-003	87.1778

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	1.218e+006	6.5700e-003	0.0597	0.0502	3.6000e-004		4.5400e-003	4.5400e-003		4.5400e-003	4.5400e-003	0.0000	64.9971	64.9971	1.2500e-003	1.1900e-003	65.3834
Unrefrigerated Warehouse-No Rail	406000	2.1900e-003	0.0199	0.0167	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.6657	21.6657	4.2000e-004	4.0000e-004	21.7945
Total		8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	86.6628	86.6628	1.6700e-003	1.5900e-003	87.1778

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Refrigeration	286000	1.5400e-003	0.0140	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	15.2621	15.2621	2.9000e-004	2.8000e-004	15.3527
Unrefrigerated Warehouse-No Refrigeration	858000	4.6300e-003	0.0421	0.0353	2.5000e-004		3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003	0.0000	45.7862	45.7862	8.8000e-004	8.4000e-004	46.0582
Total		6.1700e-003	0.0561	0.0471	3.3000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003	0.0000	61.0482	61.0482	1.1700e-003	1.1200e-003	61.4110

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No	1.416e+006	451.1679	0.0186	3.8500e-003	452.7820
Unrefrigerated Warehouse-No	472000	150.3893	6.2100e-003	1.2800e-003	150.9273
Total		601.5573	0.0248	5.1300e-003	603.7093

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No	274300	87.3979	3.6100e-003	7.5000e-004	87.7105
Unrefrigerated Warehouse-No	822900	262.1936	0.0108	2.2400e-003	263.1316
Total		349.5914	0.0144	2.9900e-003	350.8421

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Unmitigated	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3708					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8908					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.7000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3708					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8908					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.7000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	660.9715	4.8479	0.1191	817.6664
Unmitigated	826.2143	6.0599	0.1489	1,022.0830

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No	185 / 0	826.2143	6.0599	0.1489	1,022.0830
Total		826.2143	6.0599	0.1489	1,022.0830

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No	148 / 0	660.9715	4.8479	0.1191	817.6664
Total		660.9715	4.8479	0.1191	817.6664

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	76.3246	4.5107	0.0000	189.0910
Unmitigated	152.6492	9.0213	0.0000	378.1819

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No	752	152.6492	9.0213	0.0000	378.1819
Total		152.6492	9.0213	0.0000	378.1819

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No	376	76.3246	4.5107	0.0000	189.0910
Total		76.3246	4.5107	0.0000	189.0910

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Forklifts	0.1498	1.3494	1.2275	1.5900e-003		0.1005	0.1005		0.0925	0.0925	0.0000	139.6630	139.6630	0.0452	0.0000	140.7922
Total	0.1498	1.3494	1.2275	1.5900e-003		0.1005	0.1005		0.0925	0.0925	0.0000	139.6630	139.6630	0.0452	0.0000	140.7922

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	0.1641	0.7339	0.4184	7.9000e-004		0.0241	0.0241		0.0241	0.0241	0.0000	76.1594	76.1594	0.0107	0.0000	76.4264
Fire Pump - Diesel (300 - 600 HP)	0.0820	0.2293	0.2092	3.9000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	38.0797	38.0797	5.3400e-003	0.0000	38.2132
Total	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396

11.0 Vegetation

HFCP - Proposed Project - Logistics ITE10th Rates - Riverside-South Coast County, Summer

HFCP - Proposed Project - Logistics ITE10th Rates

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operational only run

Vehicle Trips - ITE 10th Trip Rates

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5

Area Mitigation -

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleEF	HHD	1.50	0.22

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01

tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	1.03	5.34
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	1.42	0.23
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.53	55.60
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.43	1.4920e-003
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tblVehicleEF	HHD	1,477.34	1,404.21
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tblVehicleEF	HHD	20.32	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.01	0.11
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00

tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.84	4.86
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
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tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5640e-003
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tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.13

tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	0.96	4.45
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
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tblVehicleEF	HHD	4.5000e-005	1.7000e-005
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tblVehicleEF	LDA	1.29	2.21

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tblVehicleEF	LDA	60.91	56.42
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
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tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
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tblVehicleEF	LDA	6.3100e-004	5.5800e-004
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
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tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.19

tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
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tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003

tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDT1	0.01	8.9240e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.62	1.77
tblVehicleEF	LDT1	3.78	2.55
tblVehicleEF	LDT1	325.17	321.11
tblVehicleEF	LDT1	74.01	68.78
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.03	0.04

tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
tblVehicleEF	LDT1	74.01	67.86
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003
tblVehicleEF	LDT1	7.9900e-004	6.7200e-004

tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
tblVehicleEF	LDT1	74.01	68.75
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.28	0.51
tblVehicleEF	LDT1	3.1880e-003	3.1390e-003
tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.05	0.06

tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003
tblVehicleEF	LDT2	7.1890e-003	0.07

tblVehicleEF	LDT2	1.00	1.22
tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
tblVehicleEF	LDT2	83.75	73.39
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25
tblVehicleEF	LDT2	83.75	74.28

tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43
tblVehicleEF	LHD1	0.09	1.25

tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003
tblVehicleEF	LHD1	0.02	0.01

tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
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tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
tblVehicleEF	LHD1	0.09	1.25
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tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5500e-004	9.2000e-005
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40

tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
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tblVehicleEF	LHD1	2.54	0.87
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.33	0.48

tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.57
tblVehicleEF	LHD2	1.18	0.43
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89
tblVehicleEF	LHD2	0.54	0.14

tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.0860e-003	4.1010e-003
tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56

tblVehicleEF	LHD2	1.24	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.92	1.97
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.07	0.08

tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31
tblVehicleEF	MCY	0.14	0.22

tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28
tblVehicleEF	MCY	46.70	60.77

tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003

tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19

tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.28	0.49

tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.14	1.60
tblVehicleEF	MH	6.37	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.22
tblVehicleEF	MH	1.76	1.66
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9900e-003	0.01

tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
tblVehicleEF	MH	1,005.77	1,483.09
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tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01
tblVehicleEF	MH	6.9300e-004	1.8800e-004

tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.67	0.14

tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
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tblVehicleEF	MHD	6.1240e-003	7.1090e-003
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tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.67
tblVehicleEF	MHD	1.06	8.54
tblVehicleEF	MHD	1.70	3.03
tblVehicleEF	MHD	11.65	1.14
tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.40	0.02

tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1890e-003	7.1350e-003
tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.24	0.32
tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
tblVehicleEF	MHD	55.18	2.63
tblVehicleEF	MHD	1.10	8.69
tblVehicleEF	MHD	1.60	2.86
tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003

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tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
tblVehicleEF	MHD	0.06	2.7240e-003
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tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.63	0.33
tblVehicleEF	MHD	143.73	795.71
tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.66
tblVehicleEF	MHD	1.01	8.32
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tblVehicleEF	MHD	11.66	1.14
tblVehicleEF	MHD	4.5890e-003	0.04
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005

tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
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tblVehicleEF	MHD	1.3840e-003	7.5330e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
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tblVehicleEF	MHD	0.05	7.1500e-003
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tblVehicleEF	MHD	7.2400e-004	2.1530e-003
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tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4560e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	8.94
tblVehicleEF	OBUS	0.63	1.34
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tblVehicleEF	OBUS	1,103.17	1,428.64
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tblVehicleEF	OBUS	0.39	11.29

tblVehicleEF	OBUS	1.35	2.46
tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	1.7700e-004	0.06
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.6900e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.41	0.09
tblVehicleEF	OBUS	7.2400e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2300e-004	1.4100e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.26
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.18
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tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.6420e-003	0.01
tblVehicleEF	OBUS	0.03	0.02

tblVehicleEF	OBUS	0.26	8.33
tblVehicleEF	OBUS	0.65	1.36
tblVehicleEF	OBUS	6.15	1.71
tblVehicleEF	OBUS	77.97	1,506.30
tblVehicleEF	OBUS	1,103.17	1,428.68
tblVehicleEF	OBUS	70.73	13.98
tblVehicleEF	OBUS	0.40	11.40
tblVehicleEF	OBUS	1.26	2.30
tblVehicleEF	OBUS	2.17	0.77
tblVehicleEF	OBUS	1.4900e-004	0.05
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.4300e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.99
tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.39	0.09
tblVehicleEF	OBUS	7.5600e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1600e-004	1.3800e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.25

tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.43	0.09
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4220e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.29	9.79
tblVehicleEF	OBUS	0.63	1.34
tblVehicleEF	OBUS	6.63	1.83
tblVehicleEF	OBUS	69.87	1,458.33
tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.19
tblVehicleEF	OBUS	0.37	11.14
tblVehicleEF	OBUS	1.34	2.41
tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	2.1500e-004	0.07
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	2.0600e-004	0.07
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	1.9540e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.01
tblVehicleEF	OBUS	8.7300e-004	0.02
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.19

tblVehicleEF	OBUS	0.42	0.09
tblVehicleEF	OBUS	6.7900e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2400e-004	1.4000e-004
tblVehicleEF	OBUS	1.9540e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.27
tblVehicleEF	OBUS	8.7300e-004	0.02
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.45	0.10
tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.4070e-003
tblVehicleEF	SBUS	0.06	0.02
tblVehicleEF	SBUS	7.81	32.73
tblVehicleEF	SBUS	0.66	0.61
tblVehicleEF	SBUS	6.73	2.74
tblVehicleEF	SBUS	1,154.91	3,383.64
tblVehicleEF	SBUS	1,108.94	1,127.26
tblVehicleEF	SBUS	53.24	17.35
tblVehicleEF	SBUS	10.58	31.49
tblVehicleEF	SBUS	4.99	4.99
tblVehicleEF	SBUS	12.59	0.58
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.32	0.32

tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.5410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.00
tblVehicleEF	SBUS	2.0600e-003	6.2980e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.14
tblVehicleEF	SBUS	0.37	0.11
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.4900e-004	1.7200e-004
tblVehicleEF	SBUS	4.5410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.77
tblVehicleEF	SBUS	2.0600e-003	6.2980e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.14
tblVehicleEF	SBUS	0.40	0.13
tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.5000e-003
tblVehicleEF	SBUS	0.05	0.02
tblVehicleEF	SBUS	7.67	32.36
tblVehicleEF	SBUS	0.67	0.62
tblVehicleEF	SBUS	4.88	1.97
tblVehicleEF	SBUS	1,207.92	3,480.26
tblVehicleEF	SBUS	1,108.94	1,127.28
tblVehicleEF	SBUS	53.24	16.06
tblVehicleEF	SBUS	10.92	32.36

tblVehicleEF	SBUS	4.69	4.70
tblVehicleEF	SBUS	12.56	0.57
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	9.8070e-003	0.03
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.93	3.99
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.31	0.10
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.1800e-004	1.5900e-004
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.77
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.34	0.10
tblVehicleEF	SBUS	0.85	0.86

tblVehicleEF	SBUS	0.01	7.4050e-003
tblVehicleEF	SBUS	0.07	0.02
tblVehicleEF	SBUS	7.99	33.23
tblVehicleEF	SBUS	0.66	0.61
tblVehicleEF	SBUS	7.09	2.80
tblVehicleEF	SBUS	1,081.70	3,250.22
tblVehicleEF	SBUS	1,108.94	1,127.26
tblVehicleEF	SBUS	53.24	17.45
tblVehicleEF	SBUS	10.11	30.29
tblVehicleEF	SBUS	4.94	4.92
tblVehicleEF	SBUS	12.59	0.58
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.01
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.38	0.12
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	6.5500e-004	1.7300e-004
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.78
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.42	0.13
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.35	23.58
tblVehicleEF	UBUS	16.43	2.03
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.35
tblVehicleEF	UBUS	5.46	0.30
tblVehicleEF	UBUS	12.53	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09

tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8570e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.40	0.10
tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	23.84
tblVehicleEF	UBUS	5.09	0.29
tblVehicleEF	UBUS	12.44	0.23
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.17	0.09

tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.29	0.09

tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	1.40
tblVehicleTrips	SU_TR	1.68	1.40
tblVehicleTrips	WD_TR	1.68	1.40

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594
Mobile	9.5976	110.6659	80.2425	0.3259	11.0515	1.2325	12.2840	3.0459	1.1783	4.2243		34,401.1075	34,401.1075	0.8143		34,421.4651
Offroad	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	43.4448	179.2755	127.7926	0.4117	11.0515	4.2119	15.2634	3.0459	4.0959	7.1418		43,664.6051	43,664.6051	2.2671	9.6000e-003	43,724.1430

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
Mobile	9.4568	107.4600	78.5074	0.3120	10.3863	1.1652	11.5514	2.8626	1.1139	3.9765		32,937.5316	32,937.5316	0.7831		32,957.1087
Offroad	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	43.2899	175.9407	125.9492	0.3970	10.3863	4.1348	14.5210	2.8626	4.0217	6.8843		42,046.3153	42,046.3153	2.2329	6.7600e-003	42,104.1532

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.36	1.86	1.44	3.56	6.02	1.83	4.86	6.02	1.81	3.61	0.00	3.71	3.71	1.51	29.58	3.71

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Improve Pedestrian Network
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Mitigated	9.4568	107.4600	78.5074	0.3120	10.3863	1.1652	11.5514	2.8626	1.1139	3.9765		32,937.5316	32,937.5316	0.7831		32,957.1087
Unmitigated	9.5976	110.6659	80.2425	0.3259	11.0515	1.2325	12.2840	3.0459	1.1783	4.2243		34,401.1075	34,401.1075	0.8143		34,421.4651

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	280.00	280.00	280.00	1,200,001	1,127,768
Unrefrigerated Warehouse-No Rail	840.00	840.00	840.00	3,600,002	3,383,305
Total	1,120.00	1,120.00	1,120.00	4,800,003	4,511,073

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
NaturalGas Unmitigated	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No P&H	1112.33	0.0120	0.1091	0.0916	6.5000e-004		8.2900e-003	8.2900e-003		8.2900e-003	8.2900e-003		130.8622	130.8622	2.5100e-003	2.4000e-003	131.6399
Unrefrigerated Warehouse-No P&H	3336.99	0.0360	0.3272	0.2748	1.9600e-003		0.0249	0.0249		0.0249	0.0249		392.5866	392.5866	7.5200e-003	7.2000e-003	394.9196
Total		0.0480	0.4362	0.3664	2.6100e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

Unrefrigerated Warehouse-No Rail	0.783562	8.4500e-003	0.0768	0.0645	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003		92.1837	92.1837	1.7700e-003	1.6900e-003	92.7315
Unrefrigerated Warehouse-No Rail	2.35068	0.0254	0.2305	0.1936	1.3800e-003		0.0175	0.0175		0.0175	0.0175		276.5512	276.5512	5.3000e-003	5.0700e-003	278.1946
Total		0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Unmitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

- Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Total	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	9.8451	44.0325	25.1062	0.0473		1.4484	1.4484		1.4484	1.4484		5,037.0847	5,037.0847	0.7062		5,054.7398
Fire Pump - Diesel (300 - 600 HP)	4.9226	13.7602	12.5531	0.0237		0.7242	0.7242		0.7242	0.7242		2,518.5424	2,518.5424	0.3531		2,527.3699
Total	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097

11.0 Vegetation

HFCP - Proposed Project - Logistics ITE10th Rates - Riverside-South Coast County, Winter

HFCP - Proposed Project - Logistics ITE10th Rates

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operational only run

Vehicle Trips - ITE 10th Trip Rates

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5

Area Mitigation -

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleEF	HHD	1.50	0.22

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01

tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	1.03	5.34
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	1.42	0.23
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.53	55.60
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.43	1.4920e-003
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tblVehicleEF	HHD	1,477.34	1,404.21
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tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.01	0.11
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00

tblVehicleEF	HHD	1.7900e-004	4.9000e-005
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tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
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tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
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tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.13

tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
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tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	1.11	5.07
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
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tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
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tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
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tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
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tblVehicleEF	LDA	0.08	0.19

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tblVehicleEF	LDA	2.2790e-003	1.9920e-003
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tblVehicleEF	LDA	2.0950e-003	1.8320e-003
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tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
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tblVehicleEF	LDA	6.2800e-004	5.5200e-004
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tblVehicleEF	LDA	0.13	0.12
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tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
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tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003

tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
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tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
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tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.62	1.77
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tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.03	0.04

tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
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tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003
tblVehicleEF	LDT1	7.9900e-004	6.7200e-004

tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
tblVehicleEF	LDT1	74.01	68.75
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.28	0.51
tblVehicleEF	LDT1	3.1880e-003	3.1390e-003
tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.05	0.06

tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003
tblVehicleEF	LDT2	7.1890e-003	0.07

tblVehicleEF	LDT2	1.00	1.22
tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
tblVehicleEF	LDT2	83.75	73.39
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
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tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25
tblVehicleEF	LDT2	83.75	74.28

tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
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tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43
tblVehicleEF	LHD1	0.09	1.25

tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003
tblVehicleEF	LHD1	0.02	0.01

tblVehicleEF	LHD1	0.15	2.30
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tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
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tblVehicleEF	LHD1	9.6900e-004	0.01
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tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
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tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5500e-004	9.2000e-005
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40

tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
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tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
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tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.33	0.48

tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
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tblVehicleEF	LHD2	609.83	634.09
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tblVehicleEF	LHD2	1.83	1.89
tblVehicleEF	LHD2	0.54	0.14

tblVehicleEF	LHD2	1.3510e-003	0.02
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tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
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tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
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tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56

tblVehicleEF	LHD2	1.24	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.92	1.97
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.07	0.08

tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
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tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31
tblVehicleEF	MCY	0.14	0.22

tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28
tblVehicleEF	MCY	46.70	60.77

tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003

tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19

tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.28	0.49

tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.14	1.60
tblVehicleEF	MH	6.37	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.22
tblVehicleEF	MH	1.76	1.66
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9900e-003	0.01

tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
tblVehicleEF	MH	1,005.77	1,483.09
tblVehicleEF	MH	58.82	18.96
tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01
tblVehicleEF	MH	6.9300e-004	1.8800e-004

tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.67	0.14

tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1240e-003	7.1090e-003
tblVehicleEF	MHD	0.06	2.7490e-003
tblVehicleEF	MHD	0.43	3.13
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.54	0.33
tblVehicleEF	MHD	156.54	823.90
tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.67
tblVehicleEF	MHD	1.06	8.54
tblVehicleEF	MHD	1.70	3.03
tblVehicleEF	MHD	11.65	1.14
tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.40	0.02

tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1890e-003	7.1350e-003
tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.24	0.32
tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
tblVehicleEF	MHD	55.18	2.63
tblVehicleEF	MHD	1.10	8.69
tblVehicleEF	MHD	1.60	2.86
tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003

tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
tblVehicleEF	MHD	0.06	2.7240e-003
tblVehicleEF	MHD	0.60	3.87
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.63	0.33
tblVehicleEF	MHD	143.73	795.71
tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.66
tblVehicleEF	MHD	1.01	8.32
tblVehicleEF	MHD	1.68	2.98
tblVehicleEF	MHD	11.66	1.14
tblVehicleEF	MHD	4.5890e-003	0.04
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005

tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.3840e-003	7.5330e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.05	0.26
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4560e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	8.94
tblVehicleEF	OBUS	0.63	1.34
tblVehicleEF	OBUS	6.57	1.84
tblVehicleEF	OBUS	74.57	1,486.15
tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.20
tblVehicleEF	OBUS	0.39	11.29

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tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	1.7700e-004	0.06
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.6900e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.41	0.09
tblVehicleEF	OBUS	7.2400e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2300e-004	1.4100e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.26
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.45	0.10
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.6420e-003	0.01
tblVehicleEF	OBUS	0.03	0.02

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tblVehicleEF	OBUS	0.65	1.36
tblVehicleEF	OBUS	6.15	1.71
tblVehicleEF	OBUS	77.97	1,506.30
tblVehicleEF	OBUS	1,103.17	1,428.68
tblVehicleEF	OBUS	70.73	13.98
tblVehicleEF	OBUS	0.40	11.40
tblVehicleEF	OBUS	1.26	2.30
tblVehicleEF	OBUS	2.17	0.77
tblVehicleEF	OBUS	1.4900e-004	0.05
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.4300e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.99
tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.39	0.09
tblVehicleEF	OBUS	7.5600e-004	0.01
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tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.25

tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.43	0.09
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4220e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.29	9.79
tblVehicleEF	OBUS	0.63	1.34
tblVehicleEF	OBUS	6.63	1.83
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tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.19
tblVehicleEF	OBUS	0.37	11.14
tblVehicleEF	OBUS	1.34	2.41
tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	2.1500e-004	0.07
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
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tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	1.9540e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.01
tblVehicleEF	OBUS	8.7300e-004	0.02
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.19

tblVehicleEF	OBUS	0.42	0.09
tblVehicleEF	OBUS	6.7900e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2400e-004	1.4000e-004
tblVehicleEF	OBUS	1.9540e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.27
tblVehicleEF	OBUS	8.7300e-004	0.02
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.45	0.10
tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.4070e-003
tblVehicleEF	SBUS	0.06	0.02
tblVehicleEF	SBUS	7.81	32.73
tblVehicleEF	SBUS	0.66	0.61
tblVehicleEF	SBUS	6.73	2.74
tblVehicleEF	SBUS	1,154.91	3,383.64
tblVehicleEF	SBUS	1,108.94	1,127.26
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tblVehicleEF	SBUS	10.58	31.49
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tblVehicleEF	SBUS	12.59	0.58
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.32	0.32

tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.5410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.00
tblVehicleEF	SBUS	2.0600e-003	6.2980e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.14
tblVehicleEF	SBUS	0.37	0.11
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.4900e-004	1.7200e-004
tblVehicleEF	SBUS	4.5410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.77
tblVehicleEF	SBUS	2.0600e-003	6.2980e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.14
tblVehicleEF	SBUS	0.40	0.13
tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.5000e-003
tblVehicleEF	SBUS	0.05	0.02
tblVehicleEF	SBUS	7.67	32.36
tblVehicleEF	SBUS	0.67	0.62
tblVehicleEF	SBUS	4.88	1.97
tblVehicleEF	SBUS	1,207.92	3,480.26
tblVehicleEF	SBUS	1,108.94	1,127.28
tblVehicleEF	SBUS	53.24	16.06
tblVehicleEF	SBUS	10.92	32.36

tblVehicleEF	SBUS	4.69	4.70
tblVehicleEF	SBUS	12.56	0.57
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	9.8070e-003	0.03
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.93	3.99
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.31	0.10
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.1800e-004	1.5900e-004
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.77
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.34	0.10
tblVehicleEF	SBUS	0.85	0.86

tblVehicleEF	SBUS	0.01	7.4050e-003
tblVehicleEF	SBUS	0.07	0.02
tblVehicleEF	SBUS	7.99	33.23
tblVehicleEF	SBUS	0.66	0.61
tblVehicleEF	SBUS	7.09	2.80
tblVehicleEF	SBUS	1,081.70	3,250.22
tblVehicleEF	SBUS	1,108.94	1,127.26
tblVehicleEF	SBUS	53.24	17.45
tblVehicleEF	SBUS	10.11	30.29
tblVehicleEF	SBUS	4.94	4.92
tblVehicleEF	SBUS	12.59	0.58
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.01
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.38	0.12
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	6.5500e-004	1.7300e-004
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.78
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.42	0.13
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.35	23.58
tblVehicleEF	UBUS	16.43	2.03
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.35
tblVehicleEF	UBUS	5.46	0.30
tblVehicleEF	UBUS	12.53	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09

tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8570e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.40	0.10
tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	23.84
tblVehicleEF	UBUS	5.09	0.29
tblVehicleEF	UBUS	12.44	0.23
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.17	0.09

tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.29	0.09

tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	1.40
tblVehicleTrips	SU_TR	1.68	1.40
tblVehicleTrips	WD_TR	1.68	1.40

2.0 Emissions Summary

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594
Mobile	8.5105	115.8620	81.1366	0.3225	11.0515	1.2502	12.3017	3.0459	1.1953	4.2412		34,055.4363	34,055.4363	0.8024		34,075.4953
Offroad	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	42.3577	184.4717	128.6866	0.4083	11.0515	4.2296	15.2811	3.0459	4.1128	7.1588		43,318.9339	43,318.9339	2.2552	9.6000e-003	43,378.1732

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
Mobile	8.3716	112.5166	79.5914	0.3088	10.3863	1.1829	11.5691	2.8626	1.1309	3.9935		32,612.2301	32,612.2301	0.7717		32,631.5213
Offroad	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	42.2046	180.9973	127.0332	0.3938	10.3863	4.1525	14.5387	2.8626	4.0386	6.9012		41,721.0138	41,721.0138	2.2215	6.7600e-003	41,778.5658

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.36	1.88	1.28	3.54	6.02	1.82	4.86	6.02	1.80	3.60	0.00	3.69	3.69	1.49	29.58	3.69

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Improve Pedestrian Network
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.3716	112.5166	79.5914	0.3088	10.3863	1.1829	11.5691	2.8626	1.1309	3.9935		32,612.2301	32,612.2301	0.7717		32,631.5213
Unmitigated	8.5105	115.8620	81.1366	0.3225	11.0515	1.2502	12.3017	3.0459	1.1953	4.2412		34,055.4363	34,055.4363	0.8024		34,075.4953

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	280.00	280.00	280.00	1,200,001	1,127,768
Unrefrigerated Warehouse-No Rail	840.00	840.00	840.00	3,600,002	3,383,305
Total	1,120.00	1,120.00	1,120.00	4,800,003	4,511,073

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
NaturalGas Unmitigated	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	1112.33	0.0120	0.1091	0.0916	6.5000e-004		8.2900e-003	8.2900e-003		8.2900e-003	8.2900e-003		130.8622	130.8622	2.5100e-003	2.4000e-003	131.6399
Unrefrigerated Warehouse-No Rail	3336.99	0.0360	0.3272	0.2748	1.9600e-003		0.0249	0.0249		0.0249	0.0249		392.5866	392.5866	7.5200e-003	7.2000e-003	394.9196
Total		0.0480	0.4362	0.3664	2.6100e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No	0.783562	8.4500e-003	0.0768	0.0645	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003		92.1837	92.1837	1.7700e-003	1.6900e-003	92.7315
Unrefrigerated Warehouse-No	2.35068	0.0254	0.2305	0.1936	1.3800e-003		0.0175	0.0175		0.0175	0.0175		276.5512	276.5512	5.3000e-003	5.0700e-003	278.1946
Total		0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Unmitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Total	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	9.8451	44.0325	25.1062	0.0473		1.4484	1.4484		1.4484	1.4484		5,037.0847	5,037.0847	0.7062		5,054.7398
Fire Pump - Diesel (300 - 600 HP)	4.9226	13.7602	12.5531	0.0237		0.7242	0.7242		0.7242	0.7242		2,518.5424	2,518.5424	0.3531		2,527.3699
Total	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097

11.0 Vegetation

HFCP - Proposed Project - Logistics Skechers Rates - Riverside-South Coast County, Annual

HFCP - Proposed Project - Logistics Skechers Rates

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operational only run

Vehicle Trips - Trip rates per Skechers counts

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5

Area Mitigation -

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00

tblVehicleEF	HHD	1.50	0.22
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11

tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	1.03	5.34
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
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tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	1.42	0.23
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.53	55.60
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.43	1.4920e-003
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tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	28.85	60.97
tblVehicleEF	HHD	2.90	3.63
tblVehicleEF	HHD	20.32	1.89
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tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
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tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
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tblVehicleEF	HHD	2.0100e-004	2.4400e-004
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tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
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tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
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tblVehicleEF	HHD	2.0100e-004	2.4400e-004
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tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
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tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89

tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
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tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
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tblVehicleEF	HHD	4.5000e-005	1.7000e-005
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tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
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tblVehicleEF	HHD	4.5000e-005	1.7000e-005
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tblVehicleEF	LDA	0.62	0.71

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tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
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tblVehicleEF	LDA	1.5150e-003	1.3900e-003
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tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
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tblVehicleEF	LDA	6.3100e-004	5.5800e-004
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tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
tblVehicleEF	LDA	5.4700e-003	0.05
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tblVehicleEF	LDA	1.14	1.85
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tblVehicleEF	LDA	60.91	55.74
tblVehicleEF	LDA	0.05	0.04

tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
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tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
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tblVehicleEF	LDA	0.13	0.12
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tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
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tblVehicleEF	LDA	0.09	0.20
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tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003

tblVehicleEF	LDA	2.0950e-003	1.8320e-003
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tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
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tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.10	0.28
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tblVehicleEF	LDT1	0.02	0.10
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tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
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tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65

tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
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tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
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tblVehicleEF	LDT1	0.02	9.9410e-003
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tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
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tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003

tblVehicleEF	LDT1	7.9900e-004	6.7200e-004
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
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tblVehicleEF	LDT1	0.23	0.34
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tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
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tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
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tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
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tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65

tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
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tblVehicleEF	LDT2	0.15	0.34
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tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
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tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
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tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
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tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003

tblVehicleEF	LDT2	7.1890e-003	0.07
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tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
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tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
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tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25

tblVehicleEF	LDT2	83.75	74.28
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43

tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003

tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
tblVehicleEF	LHD1	2.42	0.84
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.21	1.72
tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
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tblVehicleEF	LHD1	3.5500e-004	9.2000e-005
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08

tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
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tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.80
tblVehicleEF	LHD1	2.54	0.87
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07

tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
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tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.57
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tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89

tblVehicleEF	LHD2	0.54	0.14
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
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tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
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tblVehicleEF	LHD2	3.0260e-003	0.03
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tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.0860e-003	4.1010e-003
tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66

tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.24	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.92	1.97
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003

tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31

tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28

tblVehicleEF	MCY	46.70	60.77
tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003

tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95

tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56

tblVehicleEF	MDV	0.28	0.49
tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.14	1.60
tblVehicleEF	MH	6.37	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.22
tblVehicleEF	MH	1.76	1.66
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10

tblVehicleEF	MH	9.9900e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
tblVehicleEF	MH	1,005.77	1,483.09
tblVehicleEF	MH	58.82	18.96
tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01

tblVehicleEF	MH	6.9300e-004	1.8800e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004

tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MHD	0.02	0.02
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tblVehicleEF	MHD	0.47	0.63
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tblVehicleEF	MHD	1,067.94	996.67
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tblVehicleEF	MHD	1.70	3.03
tblVehicleEF	MHD	11.65	1.14
tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03

tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1890e-003	7.1350e-003
tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.24	0.32
tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
tblVehicleEF	MHD	55.18	2.63
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tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003

tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
tblVehicleEF	MHD	0.06	2.7240e-003
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tblVehicleEF	MHD	0.06	0.10

tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.3840e-003	7.5330e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.05	0.26
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
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tblVehicleEF	OBUS	0.01	0.13
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tblVehicleEF	OBUS	70.73	14.20

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tblVehicleEF	OBUS	2.21	0.77
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tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.6900e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
tblVehicleEF	OBUS	9.4600e-004	0.01
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tblVehicleEF	OBUS	7.1510e-003	0.06
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tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
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tblVehicleEF	OBUS	0.04	1.01
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tblVehicleEF	OBUS	0.02	0.02
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tblVehicleEF	SBUS	0.03	0.03
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tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
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tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.01
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.38	0.12
tblVehicleEF	SBUS	0.01	0.03

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5500e-004	1.7300e-004
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.78
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.42	0.13
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.35	23.58
tblVehicleEF	UBUS	16.43	2.03
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.35
tblVehicleEF	UBUS	5.46	0.30
tblVehicleEF	UBUS	12.53	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.05

tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8570e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.40	0.10
tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	23.84
tblVehicleEF	UBUS	5.09	0.29
tblVehicleEF	UBUS	12.44	0.23
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05

tblVehicleEF	UBUS	1.17	0.09
tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06

tblVehicleEF	UBUS	1.29	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	0.92
tblVehicleTrips	SU_TR	1.68	0.92
tblVehicleTrips	WD_TR	1.68	0.92

2.0 Emissions Summary

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	688.2201	688.2201	0.0265	6.7300e-003	690.8872
Mobile	1.0314	13.7487	9.5179	0.0386	1.3018	0.1481	1.4499	0.3594	0.1416	0.5010	0.0000	3,696.4341	3,696.4341	0.0881	0.0000	3,698.6367
Offroad	0.1505	1.3562	1.2336	1.6000e-003		0.1010	0.1010		0.0930	0.0930	0.0000	140.3613	140.3613	0.0454	0.0000	141.4962
Stationary	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396
Waste						0.0000	0.0000		0.0000	0.0000	152.6492	0.0000	152.6492	9.0213	0.0000	378.1819

Water						0.0000	0.0000		0.0000	0.0000	58.6920	767.5224	826.2143	6.0599	0.1489	1,022.0830
Total	4.6994	16.1478	11.4563	0.0418	1.3018	0.2915	1.5932	0.3594	0.2769	0.6363	211.3412	5,406.7969	5,618.1380	15.2573	0.1556	6,045.9457

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										Mt/yr					
Area	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	410.6396	410.6396	0.0156	4.1100e-003	412.2531
Mobile	1.0147	13.3427	9.3292	0.0370	1.2234	0.1401	1.3635	0.3378	0.1339	0.4717	0.0000	3,539.7137	3,539.7137	0.0848	0.0000	3,541.8328
Offroad	0.1505	1.3562	1.2336	1.6000e-003		0.1010	0.1010		0.0930	0.0930	0.0000	140.3613	140.3613	0.0454	0.0000	141.4962
Stationary	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396
Waste						0.0000	0.0000		0.0000	0.0000	76.3246	0.0000	76.3246	4.5107	0.0000	189.0910
Water						0.0000	0.0000		0.0000	0.0000	46.9536	614.0179	660.9715	4.8479	0.1191	817.6664
Total	4.6801	15.7183	11.2478	0.0401	1.2234	0.2816	1.5050	0.3378	0.2674	0.6051	123.2782	4,818.9915	4,942.2697	9.5204	0.1232	5,217.0002

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.41	2.66	1.82	4.23	6.02	3.37	5.54	6.02	3.42	4.89	41.67	10.87	12.03	37.60	20.82	13.71

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Improve Pedestrian Network
- Implement Trip Reduction Program

Market Commute Trip Reduction Option

Employee Vanpool/Shuttle

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0147	13.3427	9.3292	0.0370	1.2234	0.1401	1.3635	0.3378	0.1339	0.4717	0.0000	3,539.7137	3,539.7137	0.0848	0.0000	3,541.8328
Unmitigated	1.0314	13.7487	9.5179	0.0386	1.3018	0.1481	1.4499	0.3594	0.1416	0.5010	0.0000	3,696.4341	3,696.4341	0.0881	0.0000	3,698.6367

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	184.00	184.00	184.00	788,572	741,105
Unrefrigerated Warehouse-No Rail	552.00	552.00	552.00	2,365,716	2,223,315
Total	736.00	736.00	736.00	3,154,288	2,964,420

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	349.5914	349.5914	0.0144	2.9900e-003	350.8421
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	601.5573	601.5573	0.0248	5.1400e-003	603.7093
NaturalGas Mitigated	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	61.0482	61.0482	1.1700e-003	1.1200e-003	61.4110
NaturalGas Unmitigated	8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	86.6628	86.6628	1.6600e-003	1.5900e-003	87.1778

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	1.218e+006	6.5700e-003	0.0597	0.0502	3.6000e-004		4.5400e-003	4.5400e-003		4.5400e-003	4.5400e-003	0.0000	64.9971	64.9971	1.2500e-003	1.1900e-003	65.3834
Unrefrigerated Warehouse-No Rail	406000	2.1900e-003	0.0199	0.0167	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.6657	21.6657	4.2000e-004	4.0000e-004	21.7945

Total		8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	86.6628	86.6628	1.6700e-003	1.5900e-003	87.1778

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No 6	286000	1.5400e-003	0.0140	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	15.2621	15.2621	2.9000e-004	2.8000e-004	15.3527
Unrefrigerated Warehouse-No 6	858000	4.6300e-003	0.0421	0.0353	2.5000e-004		3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003	0.0000	45.7862	45.7862	8.8000e-004	8.4000e-004	46.0582
Total		6.1700e-003	0.0561	0.0471	3.3000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003	0.0000	61.0482	61.0482	1.1700e-003	1.1200e-003	61.4110

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No 6	1.416e+006	451.1679	0.0186	3.8500e-003	452.7820
Unrefrigerated Warehouse-No 6	472000	150.3893	6.2100e-003	1.2800e-003	150.9273
Total		601.5573	0.0248	5.1300e-003	603.7093

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	274300	87.3979	3.6100e-003	7.5000e-004	87.7105
Unrefrigerated Warehouse-No Rail	822900	262.1936	0.0108	2.2400e-003	263.1316
Total		349.5914	0.0144	2.9900e-003	350.8421

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Unmitigated	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					

Architectural Coating	0.3708					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8908					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.7000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3708					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8908					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.7000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	660.9715	4.8479	0.1191	817.6664
Unmitigated	826.2143	6.0599	0.1489	1,022.0830

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Pail	185 / 0	826.2143	6.0599	0.1489	1,022.0830
Total		826.2143	6.0599	0.1489	1,022.0830

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e

Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No	148 / 0	660.9715	4.8479	0.1191	817.6664
Total		660.9715	4.8479	0.1191	817.6664

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	76.3246	4.5107	0.0000	189.0910
Unmitigated	152.6492	9.0213	0.0000	378.1819

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

Unrefrigerated Warehouse-No Rail	752	152.6492	9.0213	0.0000	378.1819
Total		152.6492	9.0213	0.0000	378.1819

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	376	76.3246	4.5107	0.0000	189.0910
Total		76.3246	4.5107	0.0000	189.0910

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Forklifts	0.1505	1.3562	1.2336	1.6000e-003		0.1010	0.1010		0.0930	0.0930	0.0000	140.3613	140.3613	0.0454	0.0000	141.4962

Total	0.1505	1.3562	1.2336	1.6000e-003		0.1010	0.1010		0.0930	0.0930	0.0000	140.3613	140.3613	0.0454	0.0000	141.4962

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	0.1641	0.7339	0.4184	7.9000e-004		0.0241	0.0241		0.0241	0.0241	0.0000	76.1594	76.1594	0.0107	0.0000	76.4264
Fire Pump - Diesel (300 - 600 HP)	0.0820	0.2293	0.2092	3.9000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	38.0797	38.0797	5.3400e-003	0.0000	38.2132
Total	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396

11.0 Vegetation

HFCP - Proposed Project - Logistics Skechers Rates - Riverside-South Coast County, Summer

HFCP - Proposed Project - Logistics Skechers Rates

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operational only run

Vehicle Trips - Trip rates per Skechers counts

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5

Area Mitigation -

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00

tblVehicleEF	HHD	1.50	0.22
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11

tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	1.03	5.34
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	1.42	0.23
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.53	55.60
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.43	1.4920e-003
tblVehicleEF	HHD	6,940.41	11,398.05
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	28.85	60.97
tblVehicleEF	HHD	2.90	3.63
tblVehicleEF	HHD	20.32	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.01	0.11
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06

tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.84	4.86
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
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tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5640e-003
tblVehicleEF	HHD	6,023.73	11,407.74
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89

tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	0.96	4.45
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
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tblVehicleEF	HHD	1.11	5.07
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.06	0.00
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tblVehicleEF	LDA	0.62	0.71

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tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
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tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.6640e-003	2.6800e-003
tblVehicleEF	LDA	6.3100e-004	5.5800e-004
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
tblVehicleEF	LDA	5.4700e-003	0.05
tblVehicleEF	LDA	0.76	0.85
tblVehicleEF	LDA	1.14	1.85
tblVehicleEF	LDA	289.77	292.94
tblVehicleEF	LDA	60.91	55.74
tblVehicleEF	LDA	0.05	0.04

tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
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tblVehicleEF	LDA	0.13	0.12
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tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
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tblVehicleEF	LDA	0.09	0.20
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tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003

tblVehicleEF	LDA	2.0950e-003	1.8320e-003
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tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
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tblVehicleEF	LDA	0.12	0.12
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tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
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tblVehicleEF	LDT1	0.02	0.10
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tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65

tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
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tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
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tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003

tblVehicleEF	LDT1	7.9900e-004	6.7200e-004
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
tblVehicleEF	LDT1	74.01	68.75
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.28	0.51
tblVehicleEF	LDT1	3.1880e-003	3.1390e-003
tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65

tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
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tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003

tblVehicleEF	LDT2	7.1890e-003	0.07
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tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
tblVehicleEF	LDT2	83.75	73.39
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25

tblVehicleEF	LDT2	83.75	74.28
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43

tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003

tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
tblVehicleEF	LHD1	2.42	0.84
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.21	1.72
tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5500e-004	9.2000e-005
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08

tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.80
tblVehicleEF	LHD1	2.54	0.87
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07

tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.57
tblVehicleEF	LHD2	1.18	0.43
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tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89

tblVehicleEF	LHD2	0.54	0.14
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
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tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66

tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.24	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.92	1.97
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003

tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31

tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28

tblVehicleEF	MCY	46.70	60.77
tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003

tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95

tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56

tblVehicleEF	MDV	0.28	0.49
tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.14	1.60
tblVehicleEF	MH	6.37	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.22
tblVehicleEF	MH	1.76	1.66
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10

tblVehicleEF	MH	9.9900e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
tblVehicleEF	MH	1,005.77	1,483.09
tblVehicleEF	MH	58.82	18.96
tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01

tblVehicleEF	MH	6.9300e-004	1.8800e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004

tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MHD	0.02	0.02
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tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.54	0.33
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tblVehicleEF	MHD	1,067.94	996.67
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tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03

tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1890e-003	7.1350e-003
tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
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tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
tblVehicleEF	MHD	55.18	2.63
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tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003

tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
tblVehicleEF	MHD	0.06	2.7240e-003
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tblVehicleEF	MHD	11.66	1.14
tblVehicleEF	MHD	4.5890e-003	0.04
tblVehicleEF	MHD	0.06	0.10

tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.3840e-003	7.5330e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.05	0.26
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tblVehicleEF	MHD	0.02	0.04
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tblVehicleEF	OBUS	0.03	0.02
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tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.6900e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
tblVehicleEF	OBUS	9.4600e-004	0.01
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tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
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tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
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tblVehicleEF	OBUS	6.8270e-003	0.06
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tblVehicleEF	OBUS	0.04	1.01
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tblVehicleEF	SBUS	9.8070e-003	0.03
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tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
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tblVehicleEF	SBUS	0.01	0.13
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tblVehicleEF	SBUS	4.94	4.92
tblVehicleEF	SBUS	12.59	0.58
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.01
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.38	0.12
tblVehicleEF	SBUS	0.01	0.03

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5500e-004	1.7300e-004
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.78
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.42	0.13
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.35	23.58
tblVehicleEF	UBUS	16.43	2.03
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.35
tblVehicleEF	UBUS	5.46	0.30
tblVehicleEF	UBUS	12.53	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.05

tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8570e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.40	0.10
tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	23.84
tblVehicleEF	UBUS	5.09	0.29
tblVehicleEF	UBUS	12.44	0.23
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05

tblVehicleEF	UBUS	1.17	0.09
tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06

tblVehicleEF	UBUS	1.29	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	0.92
tblVehicleTrips	SU_TR	1.68	0.92
tblVehicleTrips	WD_TR	1.68	0.92

2.0 Emissions Summary

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594
Mobile	6.3070	72.7233	52.7308	0.2142	7.2624	0.8099	8.0724	2.0016	0.7743	2.7760		22,606.4421	22,606.4421	0.5351		22,619.8199
Offroad	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	40.1600	141.3848	100.3281	0.3000	7.2624	3.7932	11.0556	2.0016	3.6954	5.6971		31,875.8609	31,875.8609	1.9899	9.6000e-003	31,928.4669

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
Mobile	6.2145	70.6165	51.5906	0.2050	6.8253	0.7657	7.5909	1.8811	0.7320	2.6132		21,644.6636	21,644.6636	0.5146		21,657.5286
Offroad	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	40.0533	139.1491	99.0796	0.2901	6.8253	3.7392	10.5644	1.8811	3.6433	5.5245		30,759.3685	30,759.3685	1.9664	6.7600e-003	30,810.5422

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.27	1.58	1.24	3.30	6.02	1.43	4.44	6.02	1.41	3.03	0.00	3.50	3.50	1.18	29.58	3.50

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Improve Pedestrian Network
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.2145	70.6165	51.5906	0.2050	6.8253	0.7657	7.5909	1.8811	0.7320	2.6132		21,644.6636	21,644.6636	0.5146		21,657.5286
Unmitigated	6.3070	72.7233	52.7308	0.2142	7.2624	0.8099	8.0724	2.0016	0.7743	2.7760		22,606.4421	22,606.4421	0.5351		22,619.8199

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	184.00	184.00	184.00	788,572	741,105
Unrefrigerated Warehouse-No Rail	552.00	552.00	552.00	2,365,716	2,223,315
Total	736.00	736.00	736.00	3,154,288	2,964,420

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
NaturalGas Unmitigated	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	1112.33	0.0120	0.1091	0.0916	6.5000e-004		8.2900e-003	8.2900e-003		8.2900e-003	8.2900e-003		130.8622	130.8622	2.5100e-003	2.4000e-003	131.6399
Unrefrigerated Warehouse-No Rail	3336.99	0.0360	0.3272	0.2748	1.9600e-003		0.0249	0.0249		0.0249	0.0249		392.5866	392.5866	7.5200e-003	7.2000e-003	394.9196
Total		0.0480	0.4362	0.3664	2.6100e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No	0.783562	8.4500e-003	0.0768	0.0645	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003		92.1837	92.1837	1.7700e-003	1.6900e-003	92.7315
Unrefrigerated Warehouse-No	2.35068	0.0254	0.2305	0.1936	1.3800e-003		0.0175	0.0175		0.0175	0.0175		276.5512	276.5512	5.3000e-003	5.0700e-003	278.1946
Total		0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Unmitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Total	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	9.8451	44.0325	25.1062	0.0473		1.4484	1.4484		1.4484	1.4484		5,037.0847	5,037.0847	0.7062		5,054.7398
Fire Pump - Diesel (300 - 600 HP)	4.9226	13.7602	12.5531	0.0237		0.7242	0.7242		0.7242	0.7242		2,518.5424	2,518.5424	0.3531		2,527.3699
Total	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097

11.0 Vegetation

HFCP - Proposed Project - Logistics Skechers Rates - Riverside-South Coast County, Winter

HFCP - Proposed Project - Logistics Skechers Rates

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operational only run

Vehicle Trips - Trip rates per Skechers counts

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5

Area Mitigation -

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00

tblVehicleEF	HHD	1.50	0.22
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11

tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	1.03	5.34
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	1.42	0.23
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.53	55.60
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.43	1.4920e-003
tblVehicleEF	HHD	6,940.41	11,398.05
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	28.85	60.97
tblVehicleEF	HHD	2.90	3.63
tblVehicleEF	HHD	20.32	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.01	0.11
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06

tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.84	4.86
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5640e-003
tblVehicleEF	HHD	6,023.73	11,407.74
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89

tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	0.96	4.45
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	1.11	5.07
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	LDA	4.4730e-003	2.7930e-003
tblVehicleEF	LDA	6.2970e-003	0.06
tblVehicleEF	LDA	0.62	0.71

tblVehicleEF	LDA	1.29	2.21
tblVehicleEF	LDA	266.01	270.87
tblVehicleEF	LDA	60.91	56.42
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.6640e-003	2.6800e-003
tblVehicleEF	LDA	6.3100e-004	5.5800e-004
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
tblVehicleEF	LDA	5.4700e-003	0.05
tblVehicleEF	LDA	0.76	0.85
tblVehicleEF	LDA	1.14	1.85
tblVehicleEF	LDA	289.77	292.94
tblVehicleEF	LDA	60.91	55.74
tblVehicleEF	LDA	0.05	0.04

tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
tblVehicleEF	LDA	259.39	267.14
tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003

tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDT1	0.01	8.9240e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.62	1.77
tblVehicleEF	LDT1	3.78	2.55
tblVehicleEF	LDT1	325.17	321.11
tblVehicleEF	LDT1	74.01	68.78
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65

tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
tblVehicleEF	LDT1	74.01	67.86
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003

tblVehicleEF	LDT1	7.9900e-004	6.7200e-004
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
tblVehicleEF	LDT1	74.01	68.75
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.28	0.51
tblVehicleEF	LDT1	3.1880e-003	3.1390e-003
tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65

tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003

tblVehicleEF	LDT2	7.1890e-003	0.07
tblVehicleEF	LDT2	1.00	1.22
tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
tblVehicleEF	LDT2	83.75	73.39
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25

tblVehicleEF	LDT2	83.75	74.28
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43

tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003

tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
tblVehicleEF	LHD1	2.42	0.84
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.21	1.72
tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5500e-004	9.2000e-005
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08

tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.80
tblVehicleEF	LHD1	2.54	0.87
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07

tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
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tblVehicleEF	LHD2	0.56	0.57
tblVehicleEF	LHD2	1.18	0.43
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89

tblVehicleEF	LHD2	0.54	0.14
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.0860e-003	4.1010e-003
tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66

tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.24	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.92	1.97
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003

tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31

tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28

tblVehicleEF	MCY	46.70	60.77
tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003

tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95

tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56

tblVehicleEF	MDV	0.28	0.49
tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.14	1.60
tblVehicleEF	MH	6.37	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.22
tblVehicleEF	MH	1.76	1.66
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10

tblVehicleEF	MH	9.9900e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
tblVehicleEF	MH	1,005.77	1,483.09
tblVehicleEF	MH	58.82	18.96
tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01

tblVehicleEF	MH	6.9300e-004	1.8800e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
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tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004

tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MHD	0.02	0.02
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tblVehicleEF	MHD	0.43	3.13
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.54	0.33
tblVehicleEF	MHD	156.54	823.90
tblVehicleEF	MHD	1,067.94	996.67
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tblVehicleEF	MHD	1.70	3.03
tblVehicleEF	MHD	11.65	1.14
tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
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tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
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tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03

tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
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tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1890e-003	7.1350e-003
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tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
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tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003

tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
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tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
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tblVehicleEF	MHD	1.01	8.32
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tblVehicleEF	MHD	11.66	1.14
tblVehicleEF	MHD	4.5890e-003	0.04
tblVehicleEF	MHD	0.06	0.10

tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
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tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
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tblVehicleEF	MHD	7.2400e-004	2.1530e-003
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tblVehicleEF	MHD	0.02	0.04
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tblVehicleEF	OBUS	0.03	0.02
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tblVehicleEF	OBUS	1.7700e-004	0.06
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.6900e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.41	0.09
tblVehicleEF	OBUS	7.2400e-004	0.01
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tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.26
tblVehicleEF	OBUS	9.4600e-004	0.01
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tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.6420e-003	0.01

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tblVehicleEF	OBUS	1,103.17	1,428.68
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tblVehicleEF	OBUS	2.17	0.77
tblVehicleEF	OBUS	1.4900e-004	0.05
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
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tblVehicleEF	OBUS	1.4300e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
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tblVehicleEF	OBUS	0.02	0.02

tblVehicleEF	OBUS	0.05	1.25
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tblVehicleEF	OBUS	0.01	0.13
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tblVehicleEF	OBUS	0.13	0.13
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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
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tblVehicleEF	UBUS	0.01	0.02
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tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
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tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
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tblVehicleEF	UBUS	0.03	0.05

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tblVehicleEF	UBUS	0.01	5.5670e-003
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tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
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tblVehicleEF	UBUS	1.40	0.10
tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
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tblVehicleEF	UBUS	155.92	23.84
tblVehicleEF	UBUS	5.09	0.29
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tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05

tblVehicleEF	UBUS	1.17	0.09
tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06

tblVehicleEF	UBUS	1.29	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	0.92
tblVehicleTrips	SU_TR	1.68	0.92
tblVehicleTrips	WD_TR	1.68	0.92

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594
Mobile	5.5926	76.1379	53.3183	0.2119	7.2624	0.8216	8.0840	2.0016	0.7855	2.7871		22,379.2867	22,379.2867	0.5273		22,392.4684
Offroad	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	39.4456	144.7994	100.9156	0.2978	7.2624	3.8049	11.0673	2.0016	3.7066	5.7082		31,648.7056	31,648.7056	1.9820	9.6000e-003	31,701.1153

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
Mobile	5.5013	73.9395	52.3029	0.2029	6.8253	0.7773	7.6026	1.8811	0.7431	2.6243		21,430.8941	21,430.8941	0.5071		21,443.5711
Offroad	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	39.3401	142.4721	99.7919	0.2880	6.8253	3.7508	10.5761	1.8811	3.6544	5.5356		30,545.5990	30,545.5990	1.9589	6.7600e-003	30,596.5848

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.27	1.61	1.11	3.28	6.02	1.42	4.44	6.02	1.41	3.02	0.00	3.49	3.49	1.17	29.58	3.48

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Improve Pedestrian Network
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.5013	73.9395	52.3029	0.2029	6.8253	0.7773	7.6026	1.8811	0.7431	2.6243		21,430.8941	21,430.8941	0.5071		21,443.5711
Unmitigated	5.5926	76.1379	53.3183	0.2119	7.2624	0.8216	8.0840	2.0016	0.7855	2.7871		22,379.2867	22,379.2867	0.5273		22,392.4684

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	184.00	184.00	184.00	788,572	741,105
Unrefrigerated Warehouse-No Rail	552.00	552.00	552.00	2,365,716	2,223,315
Total	736.00	736.00	736.00	3,154,288	2,964,420

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
NaturalGas Unmitigated	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	1112.33	0.0120	0.1091	0.0916	6.5000e-004		8.2900e-003	8.2900e-003		8.2900e-003	8.2900e-003		130.8622	130.8622	2.5100e-003	2.4000e-003	131.6399
Unrefrigerated Warehouse-No Rail	3336.99	0.0360	0.3272	0.2748	1.9600e-003		0.0249	0.0249		0.0249	0.0249		392.5866	392.5866	7.5200e-003	7.2000e-003	394.9196
Total		0.0480	0.4362	0.3664	2.6100e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No	0.783562	8.4500e-003	0.0768	0.0645	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003		92.1837	92.1837	1.7700e-003	1.6900e-003	92.7315
Unrefrigerated Warehouse-No	2.35068	0.0254	0.2305	0.1936	1.3800e-003		0.0175	0.0175		0.0175	0.0175		276.5512	276.5512	5.3000e-003	5.0700e-003	278.1946
Total		0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Unmitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Total	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	9.8451	44.0325	25.1062	0.0473		1.4484	1.4484		1.4484	1.4484		5,037.0847	5,037.0847	0.7062		5,054.7398
Fire Pump - Diesel (300 - 600 HP)	4.9226	13.7602	12.5531	0.0237		0.7242	0.7242		0.7242	0.7242		2,518.5424	2,518.5424	0.3531		2,527.3699
Total	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097

11.0 Vegetation

**Air Quality and Health Risk Analysis Report
Highland Fairview Corporate Park
City of Moreno Valley
Riverside County, California**

Prepared for:

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July 1, 2008

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Appendix B: Localized Significance Analysis

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FINDING: With mitigation, the project's construction emissions would exceed the SCAQMD regional emission thresholds for VOC and NO_x during Phase 1 and Phase 2, and VOC emissions during Phase 3. Therefore, the short-term construction emissions would have a significant and unavoidable regional impact during construction.

4.2 - Long-Term Regional Operational Impacts

4.2.1 - Long-Term Operational Emissions (Without Mitigation)

Operational or long-term emissions occur over the life of the project. Operational emissions include mobile and area source emissions. Area source emissions arise from consumer product usage, heaters that consume natural gas, gasoline-powered landscape equipment, and architectural coatings (painting). Mobile emissions from motor vehicles are the largest single long-term source of air pollutants from the project.

The project's regional operational emissions were estimated using the CARB URBEMIS model. The URBEMIS model requires the specification of several parameters to generate the operational emissions. These parameters include the project's build-out year, intended land use, trip generation rate, vehicle mix, and trip length. As indicated above, the project would be built in three phases with a build-out operational dates of 2009 for Phase 1, 2010 for Phase 2, and 2012 for Phase 3. Table 1 provided the intended land uses consisting of logistics and community commerce land uses. The trip generation rate provides an estimate of the total vehicular traffic the project is expected to generate during all aspects of its operation for the project's various land uses. The vehicle mix describes the types of vehicles that are associated with the project's operations (e.g., automobiles and trucks) while the trip length is a measure of the distance that vehicles travel during each trip. A discussion of the trip generation rate, vehicle mix, and trip length are provided below.

Project Trip Generation Rate

The project trip generation, that is the number of trips the project is expected to generate for all activities, was provided by the project traffic study (Austin-Foust 2008) and is summarized in Table 19 for all three phases of the project.

Project Vehicle Fleet Mix

The vehicle fleet mix provides an estimate of the distribution of vehicles by vehicle type including light duty automobiles and trucks as well as the distribution by fuel type (i.e., diesel vs. gasoline). Knowledge of the vehicle mix is important in the emission calculation process because vehicle emissions are a function of the type of vehicle and fuel used. The vehicle fleet mix was derived from two information sources: the project traffic study that provided a vehicle breakdown by passenger cars and various classes of trucks and the URBEMIS model that provided the percentage of trucks that are diesel-powered. Table 20, Table 21, and Table 22 provide the vehicle trip distribution for this project employing these two data sources for the three project phases.

Table 19: Trip Generation Summary

Land Use	Average Daily Trips
Phase 1 (2009)	
Logistics #1	3,059
Retail Outlet	266
Total	3,325
Phase 2 (2010)	
Logistics #1	3,059
Retail Outlet	266
Logistics #1	1,014
Community Commercial #1	4,400
Total	8,739
Phase 3 (2012)	
Logistics #1	3,059
Retail Outlet	266
Logistics #2	1,014
Community Commercial #1	4,400
Community Commercial #2	6,600
Total	15,339
Source: Austin-Foust 2008	

Table 20: Project Vehicle Trip Mix – Phase 1 (2009)

Land Use	Number of Passenger Vehicle Trips	Number of Trucks Trips	% Diesel Trucks	Number of Diesel Truck Trips
Logistics	1,407	Light Heavy-Duty: 197 Medium Heavy-Duty: 403 Heavy Heavy-Duty: 1,052 Total: 1,652	19 78 100	Light Heavy-Duty: 37 Medium Heavy-Duty: 314 Heavy Heavy-Duty: 1,052 Total: 1,403
Outlet Retail Center	266	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0
Subtotal	1,673	Light Heavy-Duty: 197 Medium Heavy-Duty: 403 Heavy Heavy-Duty: 1,052 Total: 1,652		Light Heavy-Duty: 37 Medium Heavy-Duty: 314 Heavy Heavy-Duty: 1,052 Total: 1,403
Grand Total: 3,325 vehicle trips (passenger vehicles and all trucks)				
Source: Traffic vehicle trip distribution: Austin-Foust 2008 Percent diesel trucks: URBEMIS default vehicle mix for the SCAQMD in 2009				

Table 21: Project Vehicle Trip Mix – Phase 2 (2010)

Land Use	Number of Passenger Vehicle Trips	Number of Trucks Trips	% Diesel Trucks	Number of Diesel Truck Trips
Logistics	1,407	Light Heavy-Duty: 197 Medium Heavy-Duty: 403 Heavy Heavy-Duty: 1,052 Total: 1,652	19 78 100	Light Heavy-Duty: 37 Medium Heavy-Duty: 314 Heavy Heavy-Duty: 1,052 Total: 1,403
Outlet Retail Center	266	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total 0
Logistics	466	Light Heavy-Duty: 65 Medium Heavy-Duty: 134 Heavy Heavy-Duty: 349 Total: 548	19 78 100	Light Heavy-Duty: 12 Medium Heavy-Duty: 104 Heavy Heavy-Duty: 349 Total: 465
Community Commercial	4,400	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0
Subtotal	6,539	Light Heavy-Duty: 262 Medium Heavy-Duty: 537 Heavy Heavy-Duty: 1,401 Total: 2,200		Light Heavy-Duty: 49 Medium Heavy-Duty: 418 Heavy Heavy-Duty: 1,401 Total: 1,868
Grand Total: 8,739 (passenger vehicles and all trucks)				
Source: Traffic vehicle trip distribution: Austin-Foust 2008 Percent diesel trucks: URBEMIS default vehicle mix for the SCAQMD in 2010				

Table 22: Project Vehicle Trip Mix – Phase 3 (2012)

Land Use	Number of Passenger Vehicle Trips	Number of Trucks Trips	% Diesel Trucks	Number of Diesel Truck Trips
Logistics	1,407	Light Heavy-Duty: 197 Medium Heavy-Duty: 403 Heavy Heavy-Duty: 1,052 Total: 1,652	19 78 100	Light Heavy-Duty: 37 Medium Heavy-Duty: 314 Heavy Heavy-Duty: 1,052 Total: 1,403
Outlet Retail Center	266	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total 0
Logistics	466	Light Heavy-Duty: 65 Medium Heavy-Duty: 134 Heavy Heavy-Duty: 349 Total: 548	19 78 100	Light Heavy-Duty: 12 Medium Heavy-Duty: 104 Heavy Heavy-Duty: 349 Total: 465
Community Commercial	4,400	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0
Community Commercial	6,600	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0

Table 22 (Cont.): Project Vehicle Trip Mix – Phase 3 (2012)

Land Use	Number of Passenger Vehicle Trips	Number of Trucks Trips	% Diesel Trucks	Number of Diesel Truck Trips
Total	13,139	Light Heavy-Duty: 262 Medium Heavy-Duty: 537 Heavy Heavy-Duty: 1,401 Total: 2,200		Light Heavy-Duty: 49 Medium Heavy-Duty: 418 Heavy Heavy-Duty: 1,401 Total: 1,868
Grand Total: 15,339 (passenger vehicles and all trucks)				
Source: Traffic vehicle trip distribution: Austin-Foust 2008 Percent diesel trucks: URBEMIS default vehicle mix for the SCAQMD in 2012				

The information provided in Tables 20, 21, and 22 was further synthesized in Table 23 to provide the vehicle fleet mix information required by the URBEMIS model to generate the project's mobile source operational emissions. The values shown in Table 23 were derived from the estimate of project vehicle trips, vehicle mix by land use, and the URBEMIS vehicle and diesel vehicle distributions.

Table 23: Project Vehicle Distribution

Vehicle Class	Percentage of Total Vehicles		
	Phase 1	Phase 2	Phase 3
Light-Duty Auto	27.2	41.7	47.7
Light-Duty Truck 1	4.4	5.9	6.8
Light-Duty Truck 2	13.6	18.6	21.3
Medium-Duty Truck	5.2	8.7	9.9
Light Heavy-Duty Truck 1	4.7	2.3	1.3
Light Heavy-Duty Truck 2	1.2	0.7	0.4
Medium Heavy-Duty Truck	12.1	6.1	3.5
Heavy Heavy-Duty Truck	31.6	16.0	9.1
Source: see Appendix B, Vehicle Distribution Worksheet for each pollutant			

Project Trip Length

The final parameter involves estimating the length of the trips that will be characteristic of the project. Project trips include automobile trips by workers and customers and delivery trucks trips. For the worker and customer automobile vehicle trips, a trip length of 17 miles was assumed as contained in the SCAQMD CEQA Handbook (SCAQMD 1993) for Riverside County for the year 2010. For the delivery trucks, an average trip length was derived from the distances from the project site to the far edges of the SoCAB as follows:

- Project site west to the Port of Los Angeles/Long Beach: 78 miles;
- Project site east to Banning Pass: 27 miles;
- Project site south to the San Diego County line: 46 miles;
- Project site north to Cajon Pass: 42 miles; and

- Project site west to downtown Los Angeles: 64 miles.

Assuming that 50 percent of all delivery trips will travel to and from the project and the Port of Los Angeles/Long Beach, and the remainder as distribution trips to distant commercial locations, the average truck trip length is calculated as 61 miles. An overall weighted-average trip length for each project phase was then calculated using the percentage of trips associated with automobiles versus trucks, the automobile trip length of 17 miles and the truck trip length of 61 miles. The resulting weighted average trip lengths for each project phase are provided in Table 24. These values were entered into the URBEMIS model calculations.

Table 24: Weighted Average Project Trip Lengths

Weighted Average Trip Length for all Vehicles (miles)		
Phase 1	Phase 2	Phase 3
39.0	28.2	23.4
Source: see Appendix B		

As indicated above, the project would be built in three phases. With the timing of the project development, the Phase 2 construction would take place at the same time as the operation of Phase 1. Also, the construction of Phase 3 would take place at the same time as the operation of Phase 2. This overlapping of construction and operations was accounted for in the air quality assessment.

Table 25 provides a summary of the project's operational emissions during Phase 1 including the Phase 2 construction emissions.

Table 25: Phase 1 Operational Emissions (Without Mitigation) - 2009

Operational Emission Source	Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	11	1	1	0	0	0
Mobile Sources	145	1,810	1,093	3	283	95
Total	156	1,811	1,094	3	283	95
Regional Threshold	75	100	550	150	150	55
Significant Impact?	Yes	Yes	Yes	No	Yes	Yes
Construction of Phase 2 (see Table 12)	139	123	137	0	94	21
Sum of Phase 1 operations and Phase 2 construction	295	1,934	1,231	3	377	116
Source: See Appendix A for the URBEMIS model output (winter season emissions)						

**Final
Environmental Impact Report P07-157
Highland Fairview Corporate Park
PA07-0088 (CZ), PA07-0089 (GPA),
PA07-0090 (TPM 35629), and
PA07-0091 (PP)**

State Clearinghouse Number 2007101132

Prepared for:

City of Moreno Valley
Community Development Department
14177 Frederick Street
Moreno Valley, CA 92552

Prepared by:



Michael Brandman Associates
220 Commerce, Suite 200
Irvine, CA 92602

December 19, 2008

Final

**Environmental Impact Report P07-157 (EIR)
Highland Fairview Corporate Park
PA07-0088 (CZ), PA07-0089 (GPA), PA07-0090
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Table 5.3 30 (Cont.): Phases 1 and 2 Operational and Phase 3 Construction Emissions (With Mitigation) - 2010

Operational Emission Source	Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Construction of Phase 3 (see Table 5.3-27) ²	125	39	35	0	8	2
Sum of Phase 2 operations and Phase 3 construction	370	1,728	2,002	4	480	131
<u>Regional Threshold¹</u>	<u>55</u>	<u>55</u>	<u>550</u>	<u>150</u>	<u>150</u>	<u>55</u>
<u>Significant Impact?</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>Yes</u>
Note: ¹ The Regional Thresholds for Operational Activities are shown at the request of the SCAQMD. ² Phase 3 construction would actually occur during the year 2011 and overlap the time period when Phases 1 and 2 would operate from 2009 to 2011. Source: MBA 2008; see Appendix D for the URBEMIS model output.(winter season emissions).						

Table 5.3-31: Phases 1, 2, and 3 Operational Emissions (With Mitigation) - 2012

Operational Emission Source	Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	16	3	2	0	0	0
Mobile Sources	233	1,231	2,298	4	641	148
Total	249	1,234	2,300	4	641	148
Regional Threshold	<u>55</u> ~~75~~	<u>55</u> ~~100~~	550	150	150	55
Significant Impact?	Yes	Yes	Yes	No	Yes	Yes
Source: MBA 2008, see Appendix D for the URBEMIS model output (winter season emissions).						

Response 25-5.

The distribution aspects of the proposed project are anticipated to operate on a 24 hour basis. The peak hour for the project occurs during the PM (4:30 PM to 5:30 PM). These are the parameters used in the project Traffic Analysis (Appendix J of the DEIR).

Table 5.3-10 has been revised to include the estimation of peak hour trips for all vehicles and for diesel trucks. (See Revised Table in Section 4 of this document).

Appendix of the Air Quality Analysis found in Appendix D of the EIR). The PM_{2.5} estimates were generated from the original URBEMIS files used in the original analysis, minus the road dust. The 77 percent of the PM_{2.5} emissions is generated from Mobile6.2 estimates from the “elemental carbon” category of PM_{2.5}.

As shown in Table 2, Project Greenhouse Gas and Black Carbon Emissions during Construction, the emissions attributable to black carbon are 900 MTCO₂e for the total construction period, which is approximately 12 percent of the total construction emissions.

Table 2: Project Greenhouse Gas and Black Carbon Emissions during Construction (Unmitigated)

Source	Metric Tons of Carbon Dioxide Equivalents			
	Phase 1	Phase 2	Phase 3	Total
Total from Draft EIR ¹	4,512	1,679	302	6,493
Black carbon emissions ²	632	198	70	900
Total	5,144	1,877	372	7,393
Sources: Draft EIR Table 5.16-1, page 5.16-6 (Based on emissions identified by AB 32) and calculations provided in Appendix N.				

As shown in Table 3, emissions from black carbon after mitigation during operation are approximately 4,914 MTCO₂e per year, which is approximately 6 percent of the total emissions. Also included in the table below are waste emissions, which is discussed in Response 31-5. As shown in the table, with the additional calculations, mitigated emissions are lower than what was presented in the Draft EIR.

Table 3: Operational Greenhouse Gas and Black Carbon Emissions (Upon Completion of Phase 3, Mitigated)

Sources	Metric Tons Carbon Dioxide Equivalents per year		
	Unmitigated	Mitigated	Reduction
Total from Draft EIR ¹	85,348	81,778	-3,570
Black carbon emissions from mobile sources ²	5,040	4,914	-126
Waste ²	9,057	-13,128	-22,185
Total	99,445	73,564	-25,881
Sources: Draft EIR Table 5.16-4, page 5.16-15; and calculations provided in Appendix J.			

5. The SCAQMD does Not Recommend Analyzing Black Carbon

In summary, black carbon emissions during construction of the project when combined with emissions identified by AB 32, make up approximately 12 percent of the total emissions. Black carbon emissions during operation of the project are approximately 6 percent of the annual total. Black carbon emissions were not originally included in the Draft EIR for the reasons provided above.

The indirect and direct sources, sinks, and reductions are shown in Table 5.16-4. Direct emission sources only account for less than one percent of the total emissions and indirect emission sources account for the other 99 percent. This is important to note because the indirect emissions are outside of the project's control.

Table 5.16-4: Operational Greenhouse Gas Emissions (Upon Completion of Phase 3, Mitigated)

Sources	Metric Tons Carbon Dioxide Equivalents per year		
	Unmitigated	Mitigated	Reduction
Direct Sources (within project's control)			
Natural gas	562	394	-168 ^a
Refrigerants	245	245	0
Landscape equipment	1	1	0
Water transport for landscape	106	101	-5 ^b
Subtotal Direct Sources	914	741	-173
Indirect Sources (not within project's control)			
Motor vehicles	81,166	79,137	-2,029 ^c
Indirect electricity	3,235	1,867	-1,368 ^d
Water transport for building uses	106	106	0
Subtotal Indirect Sources	84,507	81,110	-3,397
Subtotal Sinks (onsite trees)	-73	-73	0
Total	85,348	81,778	-3,570
Percent Reduction	—	—	-4.2%
Percent Indirect	99%	99%	—
Percent Direct	1%	1%	—
Notes: ^a Reduction from mitigation measures GCC-1, GCC-2, GCC-4, GCC-9 (30%). ^b Reduction from mitigation measure W-1. ^c Reduction from mitigation measures AQ-10, AQ-11, GCC-5, GCC-6, GCC-10. ^d Reduction from mitigation measures GCC-1, GCC-2, GCC-4, GCC-9 (30%) and 398 MTCO ₂ e/year from solar panel installation (GCC-3). Source: Climate Change Analysis, MBA 2008, Appendix N.			

AB 32 requires that California's emissions be reduced to 1990 levels by the year 2020. The emissions in the State of California are projected to be 600 MMTCO₂e in 2020 and the estimated emissions in 1990 were 427 MMTCO₂e (from the ARB staff report, "California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit" dated November 16, 2007). A 29 percent reduction would reduce projected 2020 emissions to 1990 emissions.

Mitigation and project design features decrease operational emissions by approximately 4.2 percent, which is less than a 29 percent reduction. Therefore, greenhouse gas emissions from operation of the project would result in a significant and unavoidable impact to climate change because emissions could hinder or delay California's ability to meet the reduction targets contained in AB 32.

APPENDIX B

Biological Resources Assessment



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October 5, 2018

Kari Cano
Kimley-Horn
3880 Lemon Street, Suite 420
Riverside, CA 92501

RE: Biological Resources Assessment Update
Moreno Valley Warehouse, Moreno Valley, Riverside County
APNs: 488-350-027, 031, 032, 035, and 036

Dear Kari:

Jericho Systems Inc (Jericho) appreciates the opportunity to provide this update of the biological resources of 35 acres identified as Parcel 2 and Parcel 3 of Parcel Map 35629 (Current Project). The update to these parcels' biological resources is necessary to process an Amendment to the *Draft Environmental Impact Report, Highland Fairview Corporate Park*, prepared in August 2008 and certified in February 2009 (herein referred to as the HFCP EIR).

The focus of this report is to provide a description/analysis of only any changes in the biological resources or species listings that have occurred since the time of the analysis of the Biological Resources as identified in the HFCP EIR.

PROJECT LOCATION

The project is located in the eastern area of the City of Moreno Valley in the County of Riverside. The project site is bounded by State Route (SR) 60 to the north, Eucalyptus Avenue and logistics uses on the south, Redlands Boulevard on the west, and Theodore Street on the east. Additionally, the Skechers warehouse is located directly east and adjacent to the project site. The project site consists of two vacant graded pads, which are maintained for weed abatement. The EIR for Tentative Parcel Map 35629 addressed existing site conditions and site development impacts in detail. The Current Project parcels located within the previously approved Tentative Parcel Map 35629.

PROJECT UNDERSTANDING

The purpose of the Amendment is to process a General Plan Amendment for Parcel 3 from Commercial to Business Park, a Zone Change for Parcel 3 from Community Commercial to Light Industrial, and a parcel merger for Parcels 2 and 3 to accommodate light industrial use for future development.

Parcel 2 is 22.3 gross acres with an allowable building area of 600,00 square feet proposed for industrial uses. Parcel 3 is 13.2 gross acres with an allowable building area of 120,000 square feet proposed for commercial uses.

METHODS

Data regarding biological resources on the project site were obtained through literature review and field investigations.

Literature Review

Prior to performing the field surveys, available databases and documentation relevant to the project site were reviewed for documented occurrences of sensitive species in the area. The USFWS threatened and endangered species occurrence data overlay, as well as the most recent versions of the California Natural Diversity Database (CNDDDB), Biogeographic Information and Observation System (BIOS), Calflora, and California Native Plant Society Electronic Inventory (CNPSEI) databases, were searched for sensitive species. These databases contain records of reported occurrences of State- and federally-listed species or otherwise sensitive species and habitats that may occur within the vicinity of the subject property. The project site is identified on the *Sunnymead* U. S. Geological Survey's (USGS) 7.5-minute topographic map in Section 34, Township 2 South, Range 1 West.

Additionally, Jericho reviewed the Biological Resources analysis prepared as part of the HFCP EIR. The HFCP EIR Project area encompassed approximately 265.3 acres, of which was 158.4 to be utilized for commercial/industrial use, 23.4 acres for off-site infrastructure improvements and a downstream drainage area. The 265.3 acres studied included the current approximately 35 acre area which is the subject of the EIR Amendment.

The Project Site is in Moreno Valley, which is a participant of the Western Riverside County Multiple Species Conservation Plan (MSHCP). The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their associated habitats in western Riverside County. The goal of the MSHCP is to maintain biological and ecological diversity within a rapidly urbanizing region. Therefore, sections of the MSHCP applicable to the Project site were also reviewed.

Field Surveys

The field survey of the 35-acre site was conducted on September 20, 2018 by Jericho biologist Todd White. Mr. White has an advanced degree in Wildlife Biology and vast experience in conducting biological surveys throughout Riverside and San Bernardino Counties.

Mr. White conducted the biological resources field survey of the entire Current Project sites (35 acres), plus an approximate 200 -foot buffer, by walking transects spaced to provide 100 percent visual coverage. General wildlife species were detected during field surveys by sight, calls, tracks, scat, or other sign. In addition to species observed, expected wildlife usage of the site was determined according to known habitat preferences of regional wildlife species and knowledge of their relative distributions in the area. The main focus of the assessment was to identify potential habitat for special status wildlife within the Current Project area.

This assessment also focused attention on the specific sensitive species that have been documented in the project vicinity and/or whose habitat requirements are present within the Project site as identified through the database search and through a thorough review of the HFCP EIR Biological Resources analysis.

The focus of the faunal species surveys was to identify potential habitat for special status wildlife within the project area. Disturbance characteristics and all animal sign encountered on the site are recorded in the results section.

The surveyor also evaluated the properties for the presence of riverine/riparian/vernal pool habitat and jurisdictional waters i.e. waters of the U.S. as regulated by the U.S. Army Corps of Engineer (USACE) and Regional Water Quality Control (RWQCB), and/or jurisdictional streambed and associated riparian habitat as regulated by the California Department Fish and Wildlife (CDFW). Prior to the field visit, aerial photographs of the site were viewed and compared with the surrounding USGS 7.5-minute topographic quadrangle maps to identify drainage features within the survey area as indicated from topographic changes, blue-line features, or visible drainage patterns. The Environmental Protection Agency (EPA) Water Program "My Waters" data layer was also reviewed to determine whether any hydrologic features had been documented within the vicinity of the site. Similarly, the United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) soil maps for Riverside County were used to identify the soil series in the area and to check these soils to determine whether they are regionally identified as hydric soils. The surveyor carefully assessed the site for depressions, inundation, presence of hydrophytic vegetation, staining, cracked soil, ponding, and indicators of active surface flow and corresponding physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris. Suspected jurisdictional areas were checked for the presence of definable channels, soils, and hydrology.

RESULTS

As stated, the focus of this report is to provide a description/analysis of only any changes in the biological resources or species listings that have occurred since the time of the analysis of the Biological Resources as identified in the HFCP EIR.

The analysis of biological resources was based on a summary of literature and surveys conducted on and/or observations made immediately adjacent to the entire 265.3 acre HFCP Project site, which included the 35-acre Current Project site. The Biological Resources section cited the following reports as a basis for its determination:

- Michael Brandman Associates, 2008, Habitat Assessment and MSHCP Consistency Analysis.
- Michael Brandman Associates, 2007, Burrowing Owl Focused Survey.
- Michael Brandman Associates, 2007, Jurisdictional Delineation.
- Michael Brandman Associates, 2008, Letter Report Addendum to the MBA 2007 Jurisdictional Delineation.

The following analysis summarizes the issues and findings of the biological resources identified in the HFCP EIR, and how those issues and findings relate to the site conditions that were identified at the time of Jericho's September 2018 survey.

Site Conditions

HFCP EIR: The site conditions of the HFCP EIR study area were identified as subject to heavily disturbance associated with ranching and agriculture-related activities.

September 2018 Update – Current Project Sites: The site conditions of the Current Project were unchanged at the time of the September 2018 field visit. The parcels have been grubbed/mowed recently for control of weedy species, which primarily consists of non-native annual grasses - red and ripgut bromes (*Bromus rubens* and *B. diandrus* respectively), along with common weedy non-native herbaceous species such as tumbleweed (*Salsola tragus*) and summer mustard (*Hirschfeldia incana*). Wildlife observed during site visit within Project boundaries and adjacent surrounding properties were ravens (*Corvus corax*). No other animals were observed. The site is largely unchanged from the conditions present during the time of the Biological Resources Assessment in the HFCP EIR.

Federally Sensitive Plants

HFCP EIR: Two federally endangered plant species, and one threatened species were analyzed for their potential to occur in the study area: San Jacinto Valley crowscale and slender-horned spineflower thread-leaved brodiaea, respectively.

No evidence of the federally sensitive plants were found in the study area during reconnaissance-level surveys. In addition, no suitable habitat for these species, or any other federally-listed plant species known to occur in the region, were found to occur on site. Therefore, federally endangered plant species were not likely to occur in the study area.

September 2018 Update – Current Project Sites: There have been no additional plant listings for a federal sensitive status that would impact the Current Project sites. Further, there was no evidence of the sensitive plant species or evidence of suitable habitat for the sensitive species, as identified in the HFCP EIR. Therefore, there are no federally sensitive plants in the Current Project area.

Federally Sensitive Wildlife

HFCP EIR: Species evaluated for their potential to occur in the study area included: Riverside fairy shrimp, southwestern willow flycatcher, least Bell's vireo, Stephens' kangaroo rat, and western yellow-billed cuckoo. No suitable habitat for any of these species were determined to be present on site, except for the Stephens kangaroo rat (SKR). Marginal habitat was observed along existing roadsides and within active pasture areas. Because the 265.3-acre study area was within the known range of SKR, and low quality habitat was identified within areas of the 265.3-acre study area, it was determined that there was a moderate potential for SKR to occupy some portion of the 265.3-acre study area.

The study area is located within the boundaries of the SKR Habitat Conservation Plan (SKRHCP) fee area and not located within a SKRHCP Core Reserve Area.

September 2018 Update – Current Project Sites: The Stephens' kangaroo rat is nocturnal and lives a mainly subterranean lifestyle, only appearing above ground for around one hour per night. Burrows may be constructed by the rat itself or it may utilize the old burrows of pocket gophers (Geomyidae species) or California ground squirrels (*Otospermophilus beecheyi*). The burrows of Stephens' kangaroo rat are usually around 45 centimeters deep. Stephens' kangaroo rat is found in open grassland habitats where the

sparse vegetation is mainly composed of shrubs, sagebrush, grasses and forbs. The preferred terrain is usually slightly sloped or flat, with well-drained, loose soil which is at least 50 centimeters deep. It is also known to colonize abandoned agricultural areas and other disturbed habitats.

The Project sites are heavily graded and bounded by natural barriers on the north (SR-60), a warehouse on the east. The southern border consists of vacant lands disturbed by agriculture. Two burrows were discovered on the southeast end of the Current Project parcels, near the warehouse, but the specific species occupying the burrows could not be determined during the September 2018 field survey. There were no signs of current use by birds or fossorial mammals based on entrance observations (no recent tracks, scat, whitewash, castings, prey remains, feathers, etc.) and both burrow entrances had a significant amount of spider webbing at the entrances and continuing down the burrow cavity.

California Sensitive Plants

HFCP EIR: No California sensitive plant species, including those identified by the California Native Plant Society (CNPS) were known to occur on or in the vicinity of the project, and no suitable habitat occurred onsite for any California sensitive plant species studied.

September 2018 Update – Current Project Sites. There was no evidence of any of the California state sensitive plant species, or habitat for the species identified in the HFCP EIR.

California Sensitive Wildlife

HFCP EIR: Various California wildlife of various sensitivities were analyzed for their potential to occur in the study area. No suitable habitat was found in the study area to support California sensitive wildlife, except for SKR (previously identified), burrowing owl (BUOW), loggerhead shrike and California horned lark. Therefore, it was determined that SKR and burrowing owl have the potential to occur in the Project area.

September 2018 Update – Current Project Sites. The September 2018 field survey identified two burrows consistent in size and construction with that of California ground squirrels. No squirrels were observed during the site visit, and the burrows appeared have been inactive for some period of time based on observations of spider webs in the burrow entry. No individuals or signs of SKR, BUOW, horned lark, or loggerhead shrikes were observed during the site visit.

Wildlife Movement Corridors

HFCP EIR: The study area is adjacent to SR-60 and is bordered by agricultural and residential development in all directions. The nearest linkage area as identified under the MSHCP is Proposed Linkage 5 and is located approximately 3 miles north of the study area. It was determined that a project in the study area would not impede the movement of any wildlife; therefore, not impact any wildlife movement corridor.

September 2018 Update – Current Project Sites. There were no changes to development and linkages since the time of the study. Therefore, there remains no impact to wildlife movement corridors.

Jurisdictional Waters

HFCP EIR: A formal jurisdictional delineation conducted May and August 2007 concluded that the study area did not contain any drainage features subject to the jurisdiction of the USACE, RWQCB, and/or CDFG. The study area contained five non-jurisdictional features that include two agricultural ditches, one gully, and two roadside ditches. According to the Jurisdictional Delineation, these features do not meet the minimum requirements to be considered jurisdictional by the regulatory agencies because of their lack of connectivity to any downstream waters, and absence of a consistent bed and bank and ordinary high water mark. Additionally, roadside ditches are excavated wholly in uplands that do not carry relatively permanent water flows. These features are not traditional navigable waters or relatively permanent waters. They also do not meet the USACE significant nexus requirements. No jurisdictional wetlands were determined to occupy any portion of the study area.

September 2018 Update – Current Project Sites. The September 2018 survey did not identify any new drainages or jurisdictional features on-site. Therefore, the site conditions remain unchanged from the previous analysis.

Western Riverside County MSHCP - Location

HFCP EIR: The study area is located within the City of Moreno Valley which is in the Reche Canyon/Badlands Area Plan of the MSHCP. The study area did not fall within the boundaries of any area within the MSHCP identified for future conservation (Criteria Cells) or within any pre-determined block of habitat that supports any MSHCP covered species (Core Areas), or portions of habitat that connect the Core Areas (Linkages). The closest Core Area is Proposed Core Area 3, which is approximately 0.25 mile north of the study area, and the nearest Linkage area is Proposed Linkage 5 which occurs approximately 3 miles north of the site.

September 2018 Update – Current Project Sites. No applicable changes to the Criteria, Core, or Linkages have been made since the HFCP EIR studies that would impact the Current Project Sites' development.

Western Riverside County MSHCP – Burrowing Owl

HFCP EIR: The proposed project is located in an area of the MSHCP that requires a habitat assessment for burrowing owl. Moderately suitable habitat for burrowing was identified, although focused surveys determined the site to be unoccupied by burrowing owl at the time of the focused surveys. The project site contained agricultural lands, which are generally considered suitable for burrowing owl, even in highly disturbed, actively disked fields. Although no burrowing owls were observed during original focused surveys, the potential for burrowing owls to occur onsite could not be completely ruled out.

September 2018 Update – Current Project Sites. The September 2018 survey identified that the Current Project sites are actively mowed/grubbed fields, and two burrows were discovered at the southeast end of the Current Project sites. The burrows were examined for BUOW sign, including molted feathers, cast pellets, whitewash, prey remains and BUOW individuals, however, no BUOW sign was found. The site conditions remain moderately suitable for BUOW.

Western Riverside County MSHCP – Vernal Pool Habitat

HFCP EIR: The study area is located in an area of the MSHCP that requires a habitat assessment for species occupying vernal pools, and no vernal pools or ephemeral ponds were observed in the study area during the habitat assessment survey. Additionally, no sensitive fairy shrimp species, including Riverside fairy shrimp, were determined to have any potential to occur onsite.

September 2018 Update – Current Project Sites. The September 2018 field survey also found no evidence of vernal pools or ephemeral pools, or sensitive vernal pool species, such as fairy shrimp within any area of the Current Project sites.

Western Riverside County MSHCP – Riparian/Riverine Habitat

HFCP EIR: The study area is located in an area of the MSHCP that requires a habitat assessment for species occupying riparian/riverine areas, specifically least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. No riparian/riverine habitat occurred in the study area and none of the associated wildlife species had any potential to occur on the site.

September 2018 Update – Current Project Sites. The September 2018 field survey also found no evidence of species occupying riparian/riverine areas, or riparian/riverine habitat.

CONCLUSIONS AND RECOMMENDATIONS

No plant or wildlife species have been listed under the California Endangered Species Act (CESA) or federal Endangered Species Act (ESA) that would impact the assessment or findings contained in the HFCP EIR.

No changes to the MSHCP have been made that would impact the assessment or findings contained in the HFCP EIR.

The HFCP EIR identified potential impacts to SKR, BUOW and nesting birds, but provided for mitigation measures that would reduce the potential impact to less than significant (refer to MM BR-1, MM BR-2, MM-BR-3 and MM BR-4 in the HFCP EIR). These mitigation measures require pre-construction surveys for SKR, BUOW and nesting birds prior to grading, as well as payment of the MSHCP fee.

MM BR-2 states: "Prior to issuance of a grading permit, the applicant shall pay the mandatory mitigation fee for the SKRHCP." These fees have been paid prior to initial site grading, therefore, this mitigation measure has been satisfied.

Based on the September 2018 field survey, the potential for SKR, BUOW and nesting birds are still a relevant concern even though the site has been disked due to the presence of suitable soils, the location of the adjacent vacant fields, and the presence of two burrows. However, the mitigation measures identified in the HFCP EIR are appropriate to reduce impacts to less than significant. No further mitigation measures are recommended based on the conditions of the Current Project.

The Current Project EIR Addendum focuses on a change of zoning and parcel merger which have no physical impact on the environment. However, once an applicant comes forward with a site construction plan, it is recommended that mitigation measures MM BR-1, MM-BR-3 and MM BR-4 in the HFCEP EIR be implemented.

Jericho appreciates the opportunity to continue to be of service to Kimley-Horn. If you have any questions or need any clarifications, feel free to contact me at (909) 915-5900 or at shay@jericho-systems.com

Sincerely,



Shay Lawrey, President

Attachment: Site Photos

Certification: I hereby certify that the statements furnished herein, and in the attached exhibits present data and information required for this analysis to the best of my ability, and the facts, statements, and information presented are true and correct to the best of my knowledge and belief. This report was prepared in accordance with professional requirements and standards. I certify that I have not signed a non-disclosure or consultant confidentiality agreement with the project proponent and that I have no financial interest in the project.

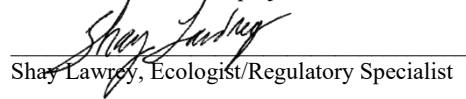

Shay Lawrey, Ecologist/Regulatory Specialist



Photo 1 – 1st
of 2 burrows
observed,
looking north
from bottom
of storm
water catch
basin.



Photo 2 – 2nd
of 2 burrows
observed,
looking north
from bottom
of storm
water catch
basin.



Photo 3 –
Looking
southeast
from
Redlands
Blvd.



Photo 4 –
Looking
northwest
towards
intersection of
Redlands
Blvd. and
Hwy. 60 from
Eucalyptus
Ave.



Photo 5 –
Looking
southeast
towards Pettit
Hill from
northeast
corner of
property.

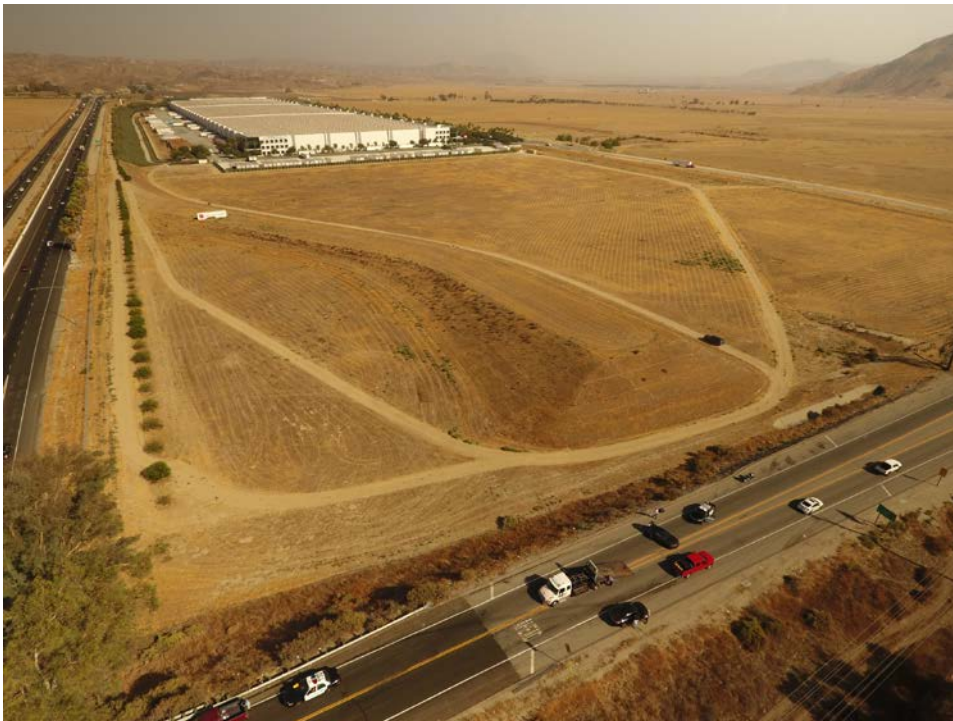


Photo 6 –
Looking
southeast
from
intersection of
Redlands
Blvd. and
Hwy 60.



Photo 7 –
Looking east
from
Redlands
Blvd.



Photo 8 –
Looking
southeast
from
Redlands
Blvd.

APPENDIX C

Cultural Resources Assessment and Records Search



October 1, 2018

Kari Cano
Kimley-Horn
3880 Lemon Street, Suite 420
Riverside, California 92501

Subject: Cultural Resources Assessment Update for the Highland Fairview Corporate Park Parcels 2 and 3 Project, Moreno Valley, Riverside County, California (BCR Consulting Project No. KIM1806)

Dear Kari:

BCR Consulting LLC (BCR Consulting) was retained by Kimley-Horn to update the cultural resources results for the Highland Fairview Corporate Park Parcels 2 and 3 Project (the project, depicted in Attachment A). This study will specifically update the cultural resources summary provided in *Draft Environmental Impact Report Highland Fairview Corporate Park PA07-0088 (CZ), PA07-0089 (GPA), PA07-0090 (TPM 35629), and PA07-0091 (PP)* (HFCP EIR), dated August 4, 2008. Please note that the California Environmental Quality Act (CEQA) does not strictly require or specify intervals to update cultural resource assessments. However, citing Section 5024.1(g)(4) of the Public Resources Code:

If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

Based on this requirement and on common practice for cultural resources assessments that are over five years old, the current study will:

- update records search results to check for recent cultural resource studies that may affect results and/or recommendations/mitigations,
- assess potential to identify previously unknown cultural resources that could be observed as a consequence of changing field conditions,
- check whether previously identified resources have become eligible or ineligible due to changed circumstances or further documentation.

Cultural Resources Records Search Update

BCR Consulting Staff Archaeologist Joseph Orozco, B.A. conducted the cultural resources records search at the Eastern Information Center (EIC) at the University of California, Riverside. The records search included a review of all recorded historic and prehistoric archaeological sites, as well as recorded built environment resources within one mile of the project site. The research also reviewed known cultural resource reports completed in the vicinity. The research revealed that 20 cultural resource studies have taken place resulting in 24 cultural resources recorded within one mile of the project site. The project site has

Page 1

Kimley Horn
Highland Fairview Corporate Park Parcels 2 and 3 Project
Moreno Valley, Riverside County, California

been subject to five previous cultural resources assessments that have resulted in 16 cultural resources identified within its boundaries. Fourteen (14) of the previous cultural resources within the project site boundaries are historic-period buildings, structures, and features associated with the Historic-period Kerr Ranch, and two are prehistoric isolated artifacts. The Kerr Ranch was evaluated and found not significant under CEQA. Isolated artifacts such as those found on the project site are not associated with archaeological site deposits and are not considered significant resources under CEQA. The records search results are summarized in Table A.

Table A. Records Search Results (One-Mile Radius)

USGS 7.5 Min. Quad	Cultural Resources	Cultural Resource Reports
<i>Riverside East, California (1980)</i>	P-33-7275: historic-period residence (1/2 mile NE) P-33-7291: historic-period homestead (1/8 mile NE) P-33-7910: historic-period habitation site (3/4 mile E) P-33-8709: prehistoric habitation site (3/4 mile E) P-33-15436: historic-period residence (within project) P-33-15648: prehistoric isolated metate (1/2 mile E) P-33-15649: historic period building foundations (3/4 mile E) P-33-15796: historic-period residential complex (1/4 mi. SW) P-33-16655: historic-period Kerr Ranch (within project) P-33-16656: historic-period structure (within project) P-33-16657: historic-period silos (within project) P-33-16658: historic-period building (within project) P-33-16659: historic-period storage building (within project) P-33-16660: historic-period horse stalls (within project) P-33-16661: historic-period barn (within project) P-33-16662: historic-period barn (within project) P-33-16663: historic-period barn/office (within project) P-33-16664: historic-period residence (within project) P-33-16665: historic-period feed shelter (within project) P-33-16670: historic-period building complex (within project) P-33-16671: historic-period residence (within project) P-33-19873: prehistoric isolated metate (within project) P-33-19874: prehist. iso. projectile pt. base (within project) P-33-21096: historic-period road (1 mile SE)	RI-0085*, 0087, 2096, 2097, 2172*, 3693, 5299, 5473*, 5474*, 6950, 7035, 7991, 8242, 8368, 8625, 8689, 8802*, 8879, 9481, 10313

*Previously Assessed Portion of Project

Cultural Resources Field Check

BCR Consulting Principal Archaeologist David Brunzell, M.A., RPA and Staff Archaeologist Joseph Orozco, B.A. conducted a systematic cultural resources field check of the project site. During the field check, BCR Consulting archaeologists revisited vacant portions of the project site that contained previously recorded resources, and walked systematic 15-meter transects across approximately 20 percent of the accessible project site. Soil exposures were carefully inspected for evidence of cultural resources. Overview photographs were also taken at various points within and around the project site. The central portion of the project site is occupied by a Skechers Factory/Outlet. The vacant portions of the property have been mechanically graded and excavated and no remaining evidence for cultural resources

was identified on the surface. The mechanical grading and excavation within 100 percent of the project site has resulted in severe disturbances at/below the surface to unknown depths.

Summary and Recommendations

The records search and field check did not identify any cultural resources (including prehistoric or historic-period archaeological sites or historic-period buildings) within the project site. However, the former presence of historic and prehistoric resources on the project site and in the vicinity do indicate a possibility for buried resources within the project site boundaries. Based on these results, recommendations consistent with mitigations developed for the HFCP EIR completed for the project (see page 5.5-8) are considered appropriate. These are quoted below.

MM CR-1. Prior to the issuance of a grading permit, a City-approved Project Archaeologist shall be retained to initiate and supervise cultural resource mitigation-monitoring during project-related earthmoving in all areas of the project, subject to certain constraints found in MM CR-2.

MM CR-2. Project-related archaeological monitoring shall include the following constraints:

1. All construction-related earthmoving shall be monitored to a depth of ten (10) feet below grade by the Project Archaeologist or his/her designated representative;
2. Once 50 percent of the earth to be moved has been examined by the Project Archaeologist, the Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected;
3. If buried cultural resources are detected during monitoring, monitoring must continue until 100 percent of virgin earth within the study area has been disturbed and inspected by the Project Archaeologist or his/her designated representative.
4. Grading shall cease in the area of a cultural artifact or potential cultural artifact as delineated by the Project Archaeologist or his/her designated representative. Grading should continue in other areas of the site while a particular find [is] investigated; and
5. If cultural artifacts are uncovered during grading, they shall be examined by a professional archaeologist subject to MM CR-3, then curated in a museum chosen by the City. A mitigation-monitoring report must accompany the artifacts.

MM CR-3. Should buried prehistoric cultural resources be encountered during monitoring, the resources shall be Phase-II tested and evaluated for significance following CEQA Guidelines prior to continuance of grading in the area.

MM CR-4. The City of Moreno Valley shall designate representative Tribal Group(s) to monitor the project. Qualified representatives of the Tribal Group(s) shall be

granted access to the project site to monitor grading on terms reasonably acceptable to the applicant.

If human remains are encountered during activities associated with the proposed project, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

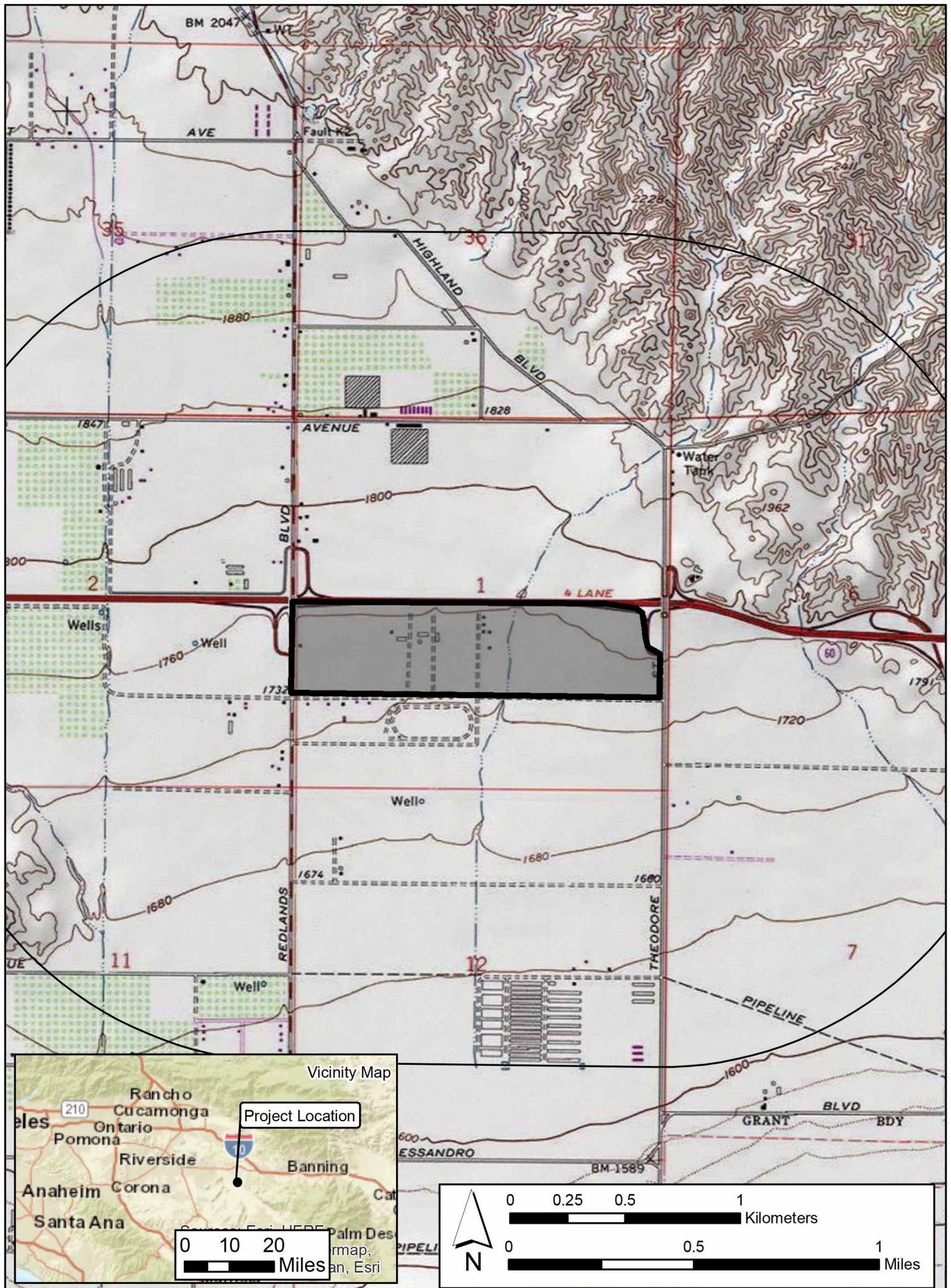
Please contact me by phone at 909/525-7078 or e-mail at david.brunzell@yahoo.com with any questions or comments.

Sincerely,

A handwritten signature in dark ink, appearing to read 'David Brunzell', is positioned above the typed name.

David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment A: Project Location Map
Attachment B: Project Photographs



Project Location Site
 Highland Fairview Corporate Park Parcels 2 and 3
 Reference: ESRI; USGS Quad: Sunnymead, California (1980)

Figure 1

Kimley Horn



Photo 1: Vacant Portion of Project Site (View North)



Photo 2: Vacant Portion of Project Site (View East)

APPENDIX D

Traffic Memorandum

MEMORANDUM

To: Mr. Patrick Revere, Highland Fairview Director of Development
From: Serine Ciandella
Date: October 17, 2018
Re: Highland Fairview Corporate Park Parcels 2 and 3 Project –Trip Generation Consistency Memorandum

This Trip Generation Consistency Memorandum has been prepared to provide trip generation estimates for the proposed Highland Fairview Corporate Park Parcels 2 and 3 project in the City of Moreno Valley, and to demonstrate that the trip generation for the proposed project would be consistent with (less than or equal to) the trip generation estimates for the Highland Fairview Corporate Park (HFCP) project, as approved in 2008.

PROJECT DESCRIPTION

The Highland Fairview Corporate Park project is located in Rancho Belago, in the eastern area of the City of Moreno Valley in the County of Riverside. The project was approved in August, 2008. A portion of the project – Parcel 1 – has been constructed.

The HFCP Parcels 2 and 3 project consists of Parcels 2 and 3 within the HFCP Land Plan. The chart below provides a summary of the approved HFCP land use plan, and the changes proposed as part of the project.

Parcel	Approved HFCP Project		Parcel	Proposed Project	
	Land Use	Sq. Ft.		Land Use	Sq. Ft.
1	Logistics	1,810,000	1	Logistics	1,810,000
1	Outlet Center	10,000	1	Outlet Center	10,000
2	Logistics	600,000	2/3 ¹	Logistics ¹	800,000 ¹
3	Commercial	120,000			
4	Commercial	80,000	4	Commercial	80,000
¹ Proposed project change					

The project proposes changes to the approved HFCP project, as discussed below.

- Parcel 2 currently has a General Plan Designation of Business Park, and a Zoning Designation of Light Industrial. Parcel 3 currently has a General Plan Designation of Commercial, and a Zoning Designation of Community Commercial.

- Parcel 2 was approved for 600,000 square feet of Logistics (Light Industrial) development, and Parcel 3 was approved for 120,000 square feet of Commercial development, for a combined total of 720,000 square feet of approved development on Parcels 2 and 3.
- The HFCP Parcels 2 and 3 project proposes a General Plan Amendment for Parcel 3, to change the designation from Commercial to Business Park; and to consolidate Parcels 2 and 3 into one parcel for future development of 800,000 square feet of Logistics use – which would be an increase of 80,000 square feet of development for the two parcels, compared to the approved square footage.

PROJECT TRAFFIC

Approved Project Trip Generation

A copy of the trip generation table for the approved Highland Fairview Corporate Park, taken from the Draft Environmental Impact Report (DEIR) (*Michael Brandman Associates, August 4, 2008*), is provided as *Attachment A*.

The trip generation rates used in the approved traffic impact analysis consisted of:

- Logistics*: City-derived trip rates based on the National Association for Industrial and Office Parks (NAIOP) High-Cube Warehouse trip rates;
- Commercial*: Moreno Valley Traffic Model (MVTM) Community Commercial trip rates;
- Outlet Center*: Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition.

Project Truck Trips and Passenger Car Equivalents (PCE)

A portion of the traffic generated by the Logistics components of the project will be trucks. Passenger Car Equivalent (PCE) factors are applied to the trucks to account for the added impact that these larger vehicles have on traffic operations, compared to passenger vehicles.

The passenger vehicle and truck mix assumptions and the PCE factors that were used in the HFCP DEIR are as follows:

Truck Mix and Passenger Car Equivalent (PCE) Factors ¹				
Vehicle Mix	Passenger Cars		Trucks	Total Vehicles
Passenger Car / Truck Mix	46%		54%	100%
Truck Mix	2-Axle	3-Axle	4+-Axle	Total Trucks
Truck breakdown by Axle	11.9%	24.4%	63.7%	100%
PCE Factors	1.5	2.0	3.0	--
¹ Source: Highland Fairview Corporate Park – Draft Environmental Impact Report, Michael Brandman Associates, August 2008				

It should be noted that all passenger vehicles have a PCE factor of 1.0. The truck PCE factors shown above were applied to the truck trips based on number of axles (1.5 PCE for 2-axle trucks, 2.0 PCE for 3-axle trucks, and 3.0 PCE for 4+-axle trucks) to estimate the total PCE trips generated by the project.

Using these trip generation rates and PCE factors, the vehicle trips and PCE trip generation estimates for the Approved Project are shown on Table 1, and summarized below.

Approved HFCP Project Trip Generation		
Period	Vehicle Trips	PCE Trips
Daily	15,339	18,809
AM Peak Hour	769	995
PM Peak Hour	1,157	1,424

Skechers Trip Generation Study

As previously mentioned, Parcel 1 of the HFCP project has been constructed, consisting of a Skechers Warehouse and a Skechers Outlet Center. Traffic counts were collected in May, 2016 at the three entry points for the existing Skechers warehouse and outlet development.

The traffic counts were collected to determine the actual trip-generating characteristics of the Skechers facility, and to compare this empirical data to the trip generation rates used in the Highland Fairview Corporate Park DEIR. A copy of the Skechers trip generation study (*WSP|Parsons Brinckerhoff, June 23, 2016*) is provided in *Attachment B*.

The study found the following when comparing the actual Skechers (Phase 1) traffic to the trip generation estimates in the approved Highland Fairview Corporate Park DEIR:

Comparison of Actual Skechers Traffic Counts to the Approved HFCP Parcel 1			
Trip Source	Daily	AM Peak Hour	PM Peak Hour
Approved HFCP – Parcel 1	3,059	200	236
Skechers Site Traffic Counts	1,669	198	104
Actual trips as a %-age of the approved project trips	55%	99%	44%

Proposed Project Trip Generation

The project trips that would result from the proposed changes to Parcels 2 and 3 were estimated in three different ways to account for changes in ITE trip generation rates since the project approvals, and the availability of the traffic count data from the existing Skechers development. The following three trip rate scenarios were evaluated:

Scenario	Trip Generation Rate Source			
	Parcel 1	Parcel 2	Parcel 3	Parcel 4
A	Skechers Traffic Counts	Skechers Traffic Counts	Skechers Traffic Counts	ITE, 10 th Edition
B	Skechers Traffic Counts	ITE, 10 th Edition	ITE, 10 th Edition	ITE, 10 th Edition
C	ITE, 10 th Edition	ITE, 10 th Edition	ITE, 10 th Edition	ITE, 10 th Edition

The resulting vehicle trips and PCE trip generation estimates for Scenarios A, B, and C are shown on Table 2, Table 3, and Table 4, respectively. A summary of the trips for each scenario, compared to the trip generation for the approved HFCP project is provided below.

Scenario	Trip Generation Comparison		
	Daily	AM Peak	PM Peak
	<i>Vehicle Trips</i>		
Approved HFCP Project	15,339	769	671
A	6,076	370	503
B	6,459	346	537
C	6,940	292	588
	<i>PCE Trips</i>		
	Daily	AM Peak	PM Peak
	<i>PCE Trips</i>		
Approved HFCP Project	18,809	995	1,424
A	7,038	453	534
B	8,081	459	626
C	10,054	470	810

As shown on Tables 1 through 4, and in the trip summary above, the changes to Parcels 2 and 3 that are proposed by the HFCP Parcels 2 and 3 project would result in fewer daily and peak hour vehicle trips, as well as PCE trips than the approved HFCP project.

Table 1

Approved Highland Fairview Corporate Park
Project Trip Generation ¹

ALL VEHICLES

Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics	1,810,000	109	91	200	91	145	236	3,059
1	Outlet Center	10,000	5	2	7	11	12	23	266
2	Logistics	600,000	36	30	66	30	48	78	1,014
3	Commercial	120,000	199	98	297	212	280	492	6,600
4	Commercial	80,000	133	66	199	142	186	328	4,400
<i>Total</i>		<i>2,620,000</i>	<i>482</i>	<i>287</i>	<i>769</i>	<i>486</i>	<i>671</i>	<i>1,157</i>	<i>15,339</i>

ALL VEHICLES, WITH PCE FACTORS

Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics	1,810,000	201	168	369	168	268	436	5,665
1	Outlet Center	10,000	5	2	7	11	12	23	266
2	Logistics	600,000	67	56	123	56	89	145	1,878
3	Commercial	120,000	199	98	297	212	280	492	6,600
4	Commercial	80,000	133	66	199	142	186	328	4,400
<i>Total</i>		<i>2,620,000</i>	<i>605</i>	<i>390</i>	<i>995</i>	<i>589</i>	<i>835</i>	<i>1,424</i>	<i>18,809</i>

¹ All trip rates are based on the approved Highland Fairview Corporate Park Final EIR, as follows:

- Logistics: City-derived rates based on the NAIOP High-Cube Warehouse trip rates
- Commercial: Moreno Valley Traffic Model (MVTM) Community Commercial trip rates
- Outlet Center: ITE Trip Generation Manual, 8th Edition, Land Use Category 823 - Factory Outlet Center

Table 2 Proposed Project: Convert Parcel 3 from 120,000 SF Commercial to 200,000 SF Logistics Scenario A: Trip Generation Estimates based on Skechers Trip Counts for Parcels 1, 2, and 3, and ITE <u>Trip Generation Manual</u> 10th Edition Trip Rates for Parcel 4									
ALL VEHICLES									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics ¹	1,810,000	129	69	198	13	92	105	1,669
1	Outlet Center ¹	10,000	5	3	8	20	28	48	650
2	Logistics ¹	600,000	43	23	66	4	31	35	553
3	Logistics ¹	200,000	14	8	22	1	10	11	184
4	Commercial ²	80,000	47	29	76	146	158	304	3,020
Total		2,700,000	238	132	370	184	319	503	6,076
ALL VEHICLES, WITH PCE FACTORS									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics ¹	1,810,000	167	89	256	15	111	126	2,336
1	Outlet Center ¹	10,000	5	3	8	20	28	48	650
2	Logistics ¹	600,000	55	30	85	5	37	42	774
3	Logistics ¹	200,000	18	10	28	2	12	14	258
4	Commercial ²	80,000	47	29	76	146	158	304	3,020
Total		2,700,000	292	161	453	188	346	534	7,038
¹ Trip rates based on <i>Skechers Expansion Trip Generation Study</i> (WSP Parsons Brinkerhoff, June 23, 2016) ² Trip rates based on ITE <u>Trip Generation Manual</u> , 10th Edition									

Table 3 Proposed Project: Convert Parcel 3 from 120,000 SF Commercial to 200,000 SF Logistics Scenario B: Trip Generation Estimates based on Skechers Trip Counts for Existing Development (Parcel 1), and ITE <u>Trip Generation Manual</u> 10th Edition Trip Rates for Future Development (Parcels 2, 3, and 4)									
ALL VEHICLES									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics ¹	1,810,000	129	69	198	13	92	105	1,669
1	Outlet Center ¹	10,000	5	3	8	20	28	48	650
2	Logistics ²	600,000	37	11	48	17	43	60	840
3	Logistics ²	200,000	12	4	16	6	14	20	280
4	Commercial ²	80,000	47	29	76	146	158	304	3,020
Total		2,700,000	230	116	346	202	335	537	6,459
ALL VEHICLES, WITH PCE FACTORS									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics ¹	1,810,000	167	89	256	15	111	126	2,336
1	Outlet Center ¹	10,000	5	3	8	20	28	48	650
2	Logistics ²	600,000	69	20	89	31	80	111	1,556
3	Logistics ²	200,000	23	7	30	10	27	37	519
4	Commercial ²	80,000	47	29	76	146	158	304	3,020
Total		2,700,000	311	148	459	222	404	626	8,081
¹ Trip rates based on <i>Skechers Expansion Trip Generation Study</i> (WSP Parsons Brinkerhoff, June 23, 2016) ² Trip rates based on ITE <u>Trip Generation Manual</u> , 10th Edition									

Table 4									
Proposed Project: Convert Parcel 3 from 120,000 SF Commercial to 200,000 SF Logistics									
Scenario C:									
Trip Generation Estimates based on ITE <u>Trip Generation Manual</u> 10th Edition Trip Rates for All Parcels									
ALL VEHICLES									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics	1,810,000	112	33	145	51	130	181	2,534
1	Outlet Center	10,000	5	2	7	11	12	23	266
2	Logistics	600,000	37	11	48	17	43	60	840
3	Logistics	200,000	12	4	16	6	14	20	280
4	Commercial	80,000	47	29	76	146	158	304	3,020
Total		2,700,000	213	79	292	231	357	588	6,940
ALL VEHICLES, WITH PCE FACTORS									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics	1,810,000	208	60	268	94	241	335	4,693
1	Outlet Center	10,000	5	2	7	11	12	23	266
2	Logistics	600,000	69	20	89	31	80	111	1,556
3	Logistics	200,000	23	7	30	10	27	37	519
4	Commercial	80,000	47	29	76	146	158	304	3,020
Total		2,700,000	352	118	470	292	518	810	10,054
¹ All trip rates based on ITE <u>Trip Generation Manual</u> , 10th Edition									

ATTACHMENT A

HIGHLAND FAIRVIEW CORPORATE PARK
PROJECT TRIP GENERATION TABLE

Draft Environmental Impact Report Highland Fairview Corporate Park PA07-0088 (CZ), PA07-0089 (GPA), PA07-0090 (TPM 35629), and PA07-0091 (PP)

State Clearinghouse Number 2007101132

Prepared for:

City of Moreno Valley
Community Development Department
14177 Frederick Street
Moreno Valley, CA 92552

Prepared by:



Michael Brandman Associates
220 Commerce, Suite 200
Irvine, CA 92602

August 4, 2008

Table 5.14-8: Trip Generation Summary

Parcel	Land Use	Building Area (sq ft)	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
Phase 1									
1	Logistics	1,810,000	109	91	200	91	145	236	3,059
1	Outlet Center	10,000	5	2	7	11	12	23	266
	Total	1,820,000	114	93	207	102	157	259	3,325
	Percent Trucks		48%	57%	52%	57%	44%	49%	50%
Phase 2									
1	Logistics	1,810,000	109	91	200	91	145	236	3,059
2	Logistics	600,000	36	30	66	30	48	78	1,014
	Sub-Total Logistics	2,410,000	145	121	266	121	193	314	4,073
1	Outlet Center	10,000	5	2	7	11	12	23	266
4	Community Commercial	80,000	133	66	199	142	186	328	4,400
	Sub-Total Commercial	90,000	138	68	206	153	198	351	4,666
	Total	2,500,000	283	189	472	274	391	665	8,739
	Percent Trucks		26%	38%	31%	29%	24%	26%	25%
Phase 3 (Project Buildout)									
1	Logistics	1,810,000	109	91	200	91	145	236	3,059
2	Logistics	600,000	36	30	66	30	48	78	1,014
	Sub-Total Logistics	2,410,000	145	121	266	121	193	314	4,073
1	Outlet Center	10,000	5	2	7	11	12	23	266
4	Community Commercial	80,000	133	66	199	142	186	328	4,400
3	Community Commercial	120,000	199	98	297	212	280	492	6,600
	Sub-Total Commercial	210,000	337	166	503	365	478	843	11,266
	Total	2,620,000	482	287	769	486	671	1,157	15,339
	Percent Trucks		15%	25%	19%	16%	14%	15%	14%
Source: Austin-Foust Associates, Inc., 2008.									

The Trip Generation Rates for High-Cube Warehouse land use utilized in the project traffic study and EIR Table 5.14-6 have been developed by the City of Moreno Valley staff. A standard deviation was applied by the City staff to the rates derived in the NAIOP Western Riverside County Warehouse / Distribution Center Trip Generation study dated March 2007. The Western Riverside County Study

ATTACHMENT B

SKECHERS EXPANSION TRIP GENERATION STUDY

TO: Wayne Peterson and Brian Hixon, Highland Fairview

FROM: Billy Park, TE

Don Hubbard, TE, AICP

DATE: June 23, 2016

SUBJECT: **Skechers Expansion Trip Generation Study**

Skechers is considering an option to develop a parcel of land between their existing warehouse and Redlands Boulevard. The development would expand the footprint of their current building westward (see Exhibit 1) and would consist entirely of warehouse space (i.e. no retail space). This memo analyzes the trip generation rate for the existing warehouse portion of the Skechers building, which can provide an indication of how much traffic would be generated by such an expansion.

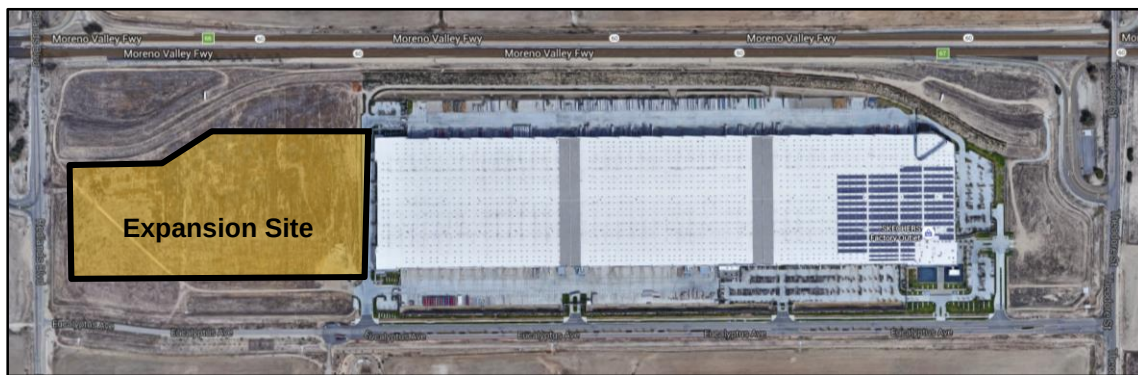


Exhibit 1: Site of Proposed Expansion

Trip Generation from Logistics

To determine the actual trip-generation characteristics of Skechers, traffic counts were collected at the three sites shown in Exhibit 2 from May 23, 2016 (Monday) to May 27, 2016 (Friday).

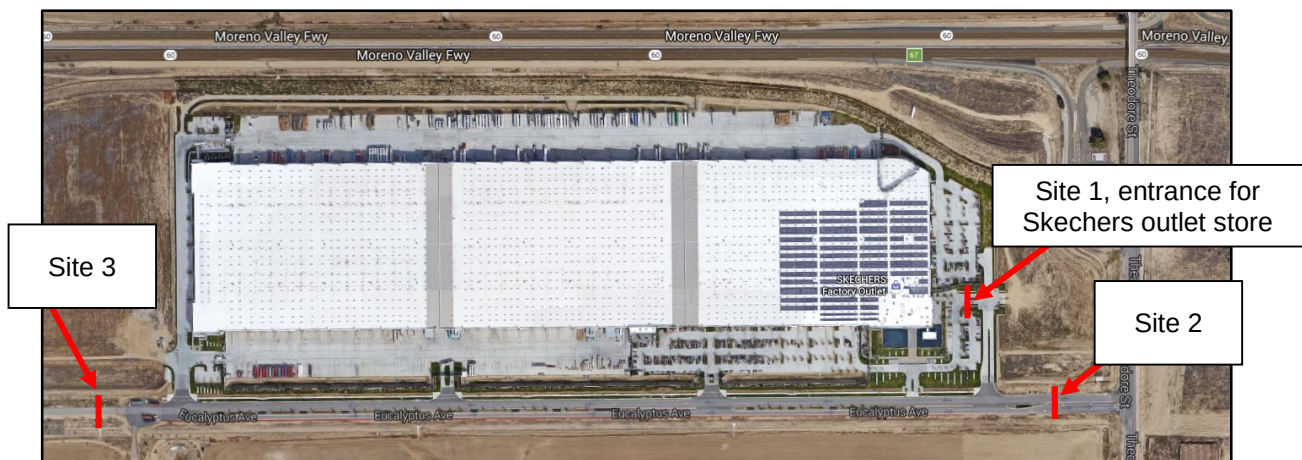


Exhibit 2: Traffic Count Sites

The traffic counts from Site 1 define the trip generation of the factory outlet portion of the Skechers building. The trip generation of the remainder of the Skechers building, which is Logistics, was calculated by subtracting the traffic counts at Site 1 from those at Sites 2 and 3. This is shown in Exhibit 3.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Sites 2 and 3 (Entire Skechers Site)	134	72	206	32	120	152	2,319
Site 1 (Factory Outlet Store)	5	3	8	20	28	48	650
Trips from Logistics Portion	129	69	198	12	92	104	1,669

Exhibit 3: Computation of Trips from Logistics

Exhibit 4 compares the actual trip generation from the logistics portion of Skechers with the forecasts in the Corporate Park TIA¹. As can be seen in the exhibit, the TIA was quite close for the AM peak hour trips but was about double the actual trip generation for the PM peak hour and for daily trips.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Logistics							
Corporate Park TIA (Phase 1)	109	91	200	91	145	236	3,059
Traffic Counts at Skechers	129	69	198	12	92	104	1,669
Actual as % of Corporate Park TIA	118%	76%	99%	13%	63%	44%	55%

Exhibit 4: Comparison of Traffic Counts with Corporate Park TIA

A separate calculation was performed for truck trips, as shown in Exhibit 5. As can be seen in Exhibit 5, the Skechers building generates much lower truck traffic than was forecast in the original TIA; only 20% of the forecast for daily, 28% for the AM peak hour, and 8% for the PM peak hour.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Logistics Trucks							
Corporate Park TIA (Phase 1)	56	52	108	59	68	127	1,663
Traffic Counts at Skechers	14	16	30	3	7	10	338
Actual as % of Corporate Park TIA	25%	31%	28%	5%	10%	8%	20%

Exhibit 5: Comparison of Truck Traffic Counts with Corporate Park TIA

Trip-Generation Rates

The trips shown in Exhibit 4 must be converted into trip-generation rates so that they can be used to forecast the traffic that would be generated by the proposed warehouse expansion Exhibit 6 shows the trip

¹ City of Moreno Valley – Highland Fairview Corporate Park Draft EIR, July 2008

generation rate for the Skechers logistics operations in comparison with the trip-generation rates in the ITE *Trip Generation Manual*. The ITE trip-gen rate is accurate for the AM peak hour but about double the actual rate for the PM peak hour and daily forecasting periods.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
High-Cube Warehouse (ITE Code 152)							
ITE Trip Generation 9th Edition	0.076	0.034	0.110	0.037	0.083	0.120	1.68
Traffic Counts at Skechers	0.071	0.038	0.110	0.007	0.051	0.058	0.92
Actual as % of ITE	94%	112%	100%	18%	62%	48%	55%

Exhibit 6: Trip-Generation Rates (Vehicle-trips per KSF)

The percentage of trucks in the Project traffic were also computed from the Skechers traffic counts. This is shown in Exhibit 7, with the percent trucks from the Corporate Park TIA included as a reference. The actual percentage of trucks is much lower than was forecast in the original TIA.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Percent Trucks							
Corporate Park TIA (Phase 1)	28%	26%	54%	25%	29%	54%	54%
Traffic Counts at Skechers	7%	8%	15%	3%	7%	10%	20%

Exhibit 7: Percent Trucks

Based on this analysis of recent traffic counts we recommend that the trip generation rates, from the "Traffic Counts at Skechers", shown in Exhibit 6 and the truck percentages shown in Exhibit 7 be used as the basis for estimating the traffic that will be generated by expansion of the Skechers warehouse space.

APPENDIX E

EMWD Water Supply Assessment Memorandum



November 9, 2018

Patrick Revere
14225 Corporate Way
Moreno Valley, CA 92553

Subject: Water Supply Assessment for Highland Fairview Corporate Park

To Patrick Revere:

On March 21, 2012, the Board of Directors of the Eastern Municipal Water District (EMWD) approved the Water Supply Assessment (WSA) for the World Logistics Center Specific Plan in Moreno Valley in accordance with the provisions of Senate Bill 221 (SB221) and Senate Bill 610 (SB610). This WSA included the Highland Fairview Corporate Park. SB221 and SB610 require EMWD, when requested, to prepare a WSA determining that adequate water supplies are or will be available to meet water demands associated with proposed land development. Note that the determination for whether a project requires a new or updated WSA is made by the appropriate land use agency.

Subsequent to the approval of this WSA, EMWD completed an update to its Urban Water Management Plan (UWMP) in 2015, which evaluates supplies and demands in five year planning horizons through 2040. The anticipated water demands from this development have been included in the 2015 UWMP, provided any changes to the project do not cause the water demands to exceed those estimated in the 2012 WSA.

The 2015 UWMP concludes that EMWD can meet anticipated demands through 2040 under normal and historic dry conditions.

Sincerely,

Gordon Ng, P.E.
Civil Engineer

GN:gn

Board of Directors

David J. Slawson, *President* Ronald W. Sullivan, *Vice President* Joseph J. Kuebler, CPA, *Treasurer* Philip E. Paule Randy A. Record

2270 Trumble Road • P.O. Box 8300 • Perris, CA 92572-8300

T 951.928.3777 • F 951.928.6177 www.emwd.org

APPENDIX F

Supplemental Traffic Memo

To: Patrick Revere, Director of Land Development, Highland Fairview

From: Don Hubbard, TE, AICP

Subject: Skechers Expansion EIR Addendum - Traffic

Date: March 19, 2019

Summary of findings

The addition of 800,000 square feet of logistics facilities and the construction of two roundabouts does not require any additional modifications or mitigation measures to any of the affected roadways or intersections. The LOS will meet the City standard (LOS D) or better for all intersections both now and in the horizon year (2045).

Background

In 2008 the City of Moreno Valley approved an EIR¹ for the Highland Fairview Corporate Park (HFCP) project. The project would develop 4 parcels in the block bounded by SR-60 to the north, Eucalyptus Blvd to the south, Theodore Street² to the east and Redlands Blvd to the west (see Exhibit 1). Thus far only Parcel 1 has been developed, in the form of the Skechers building.

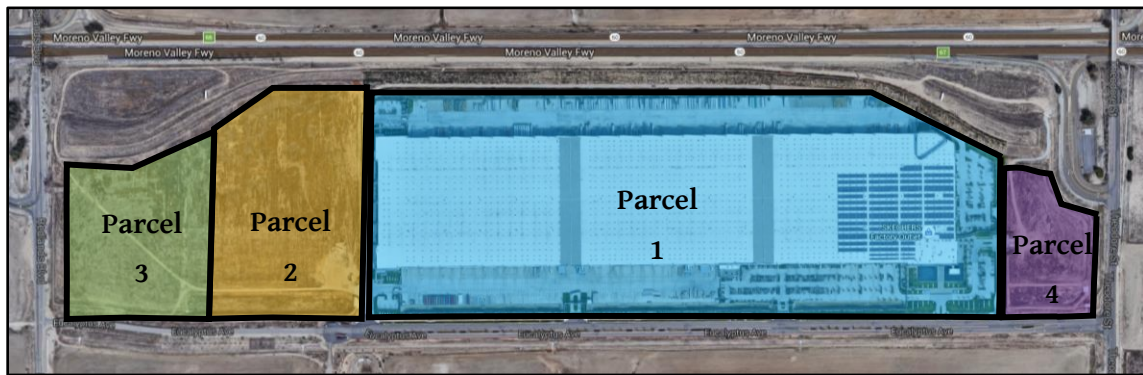


Exhibit 1: Parcels in the HFCP Site (shapes are approximate)

Skechers and Highland Fairview are exploring the possibility of modifying the original HFCP plan in several ways:

- Extending the existing Skechers logistics operations westward with an 800,000 square feet new logistics building on Parcels 2 and 3 between their existing warehouse and Redlands Boulevard

¹ City of Moreno Valley – Highland Fairview Corporate Park Draft EIR, July 2008

² Since re-named World Logistics Center (WLC) Parkway. Part of the rationale for the name change was to encourage WLC traffic, for example a truck drive unfamiliar with the site, to use the parkway rather than Redlands Boulevard.

(see Exhibit 2). (The original HFCP EIR had assumed 120,000 square feet of commercial on Parcel 3 in the EIR.)

- The new space would be served by a truck driveway (the north leg of Intersection 4) and a driveway for employee cars (the north leg of Intersection 3). Intersection 4 would be a roundabout whose south leg would be a local access road serving buildings on WLC Street E.
- Using roundabouts rather than signalization at Intersections 1 and 2.

The purposes of this memo are:

- To provide input for a supplemental EIR to cover the revisions described above. Specifically, this analysis supplements *Appendix J: Traffic Study Report* of the original EIR
- To determine whether roundabouts would provide an acceptable level of service (LOS) at Intersections 2 and 4. Although Intersection 1 is shown in Exhibit 2, it is not part of the analysis; it is shown in the design drawing only because the footprint of Redlands Boulevard, with a roundabout at Intersection 2, must allow sufficient space for a roundabout at Intersection 1 should the City of Moreno Valley choose to pursue that option at some future time.
- A settlement agreement between the City and the Sierra Club includes a provision directing large trucks (over 10,000 lbs) from HFCP to enter and leave the site using WLC Parkway rather than Redlands Boulevard³. The Skechers Expansion will be subject to this same provision. The southbound approach to Intersection 4, i.e. the truck driveway exiting the Skechers site, will have signage directing trucks towards WLC Parkway. This may say, for example, “Left Turn Only. Photo Enforced”.

For that reason, capacity analysis of the WPC Pkwy/Eucalyptus Ave, WLC Pkwy/SR-60 EB Ramps, and WLC Pkwy/SR-60 WB Ramps intersections (Intersections 5, 6, and 7 in Exhibit 2) was also performed to confirm their ability to handle the truck (and other) traffic from the Skechers extension.

³ Large trucks traveling to/from other projects (not HFCP) are not restricted from using Redlands Blvd north of Eucalyptus Ave.

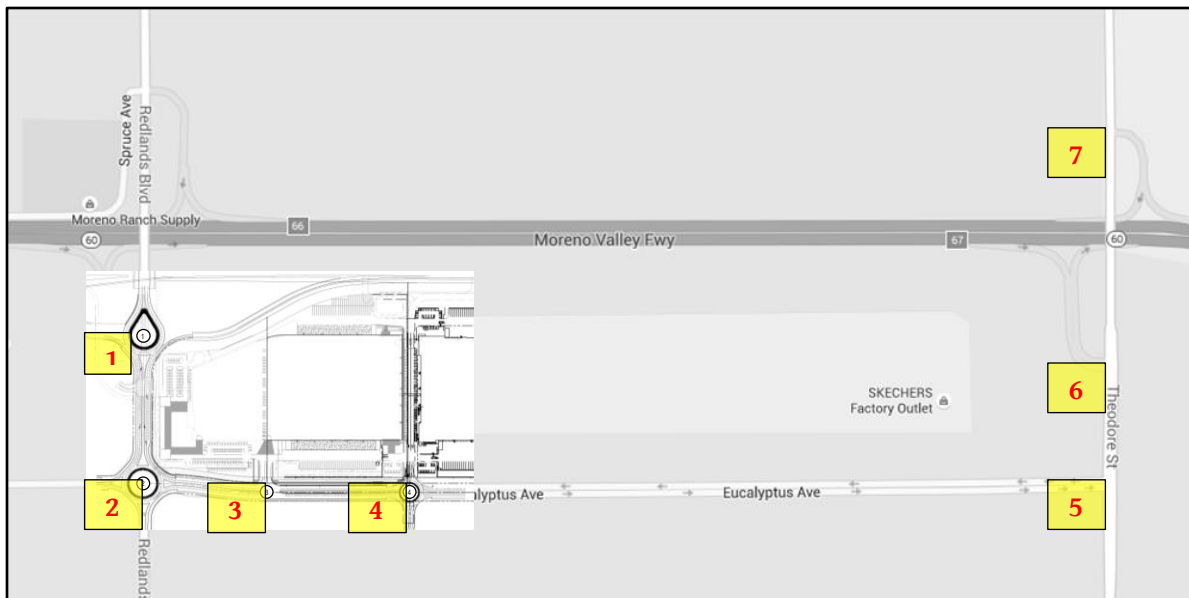


Exhibit 2: Study Intersections

Scenarios Tested

The analysis covered two scenarios, namely:

- **Existing Conditions:** This scenario represents existing geometry and traffic counts with the existing Skechers facility on Parcel 1.
- **Existing Plus Project Conditions:** This scenario assumes the existing traffic volumes on Redlands Boulevard, plus traffic from the existing Skechers facility, plus traffic from an 800,000 sq.ft. high-cube extension of Skechers on Parcels 2 and 3 with no WLC buildings in operation. The trip-gen for Skechers was made using the measured trip-gen rate for Skechers for the existing building and the trip-gen rate for high-cube warehouses found in ITE's Trip Generation 10th edition for the 800,000 sq. ft. extension. The southern leg of Intersection 4 would be closed, since no WLC buildings or roads would exist.
- **Horizon Year 2045 No Project Conditions:** This scenario corresponds to the traffic forecast in the SR-60/WLC Pkwy Interchange traffic study⁴ and includes existing Skechers buildings on Parcel 1 along with 80,000 sq. ft. of planned commercial on Parcel 4, buildout of the WLC, and other reasonably foreseeable development projects.
- **Horizon Year 2045 Plus Project Conditions:** This scenario is the same as the Horizon Year 2045 No Project Conditions but with the 800,000 sq.ft. extension of the Skechers building and roundabouts at Intersections 2 and 4. The south leg of Intersection 4 would be a 2-lane access road serving the buildings along Street E in the WLC.

⁴ Note: The Skechers expansion was an assumed background project in the WLC Parkway IC traffic study. Since this traffic will in effect be double-counted, the result will be conservative for CEQA purposes. Also, the WLC Parkway study used traffic counts from May 2017 that were higher than those taken in January 2018 used for the WLC analysis. This is another way that the analysis is conservative.

Analysis Assumptions

- Trip generation for the project follows Scenario B from the HFCP Parcels 2 and 3 Project-Trip Generation Consistency Memorandum⁵. See Exhibit 3 for a summary of project trip generation.
- All (existing and expansion) Skechers trucks (3+axle) will access SR-60 at WLC Pkwy (not Redlands Blvd)
- Skechers expansion cars (and 2-axle trucks) can use Redlands as assumed previously
- WLC cars and trucks are not restricted to using WLC Pkwy (though most do); they will follow the distribution assumed in the WLC TIA.
- Intersections along WLC Parkway will be signalized (i.e. Alternative 2 in the WLC Parkway IC study).
- Level of Service (LOS) was evaluated using the Highway Capacity Manual HCM 6th Edition using Synchro 10.
- For signalized and stop-controlled intersection analysis, passenger car equivalent (PCE) factors taken from the San Bernardino County CMP, 2003 Update, per the City's TIA guidelines. These PCE rates are 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for trucks with four or more axles. Intersection volumes were input to Synchro directly as PCEs (with the heavy vehicle percentage set to zero to avoid double-counting of trucks).
- For Roundabout intersections, the standard HCM PCE factor of 2.0 was applied to heavy trucks. Volumes were input to Synchro as total vehicles with a heavy vehicle percentage.

Existing Traffic Volumes

The turning movement volumes in PCEs for the Existing Conditions are shown in Exhibit 4. Existing counts were collected in May 2017 and January 2018 and are shown in Appendix A.

ALL VEHICLES									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics ¹	1,810,000	129	69	198	13	92	105	1,669
1	Outlet Center ¹	10,000	5	3	8	20	28	48	650
2	Logistics ²	600,000	37	11	48	17	43	60	840
3	Logistics ²	200,000	12	4	16	6	14	20	280
4	Commercial ²	80,000	47	29	76	146	158	304	3,020
Total		2,700,000	230	116	346	202	335	537	6,459
ALL VEHICLES, WITH PCE FACTORS									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics ¹	1,810,000	167	89	256	15	111	126	2,336
1	Outlet Center ¹	10,000	5	3	8	20	28	48	650
2	Logistics ²	600,000	69	20	89	31	80	111	1,556
3	Logistics ²	200,000	23	7	30	10	27	37	519
4	Commercial ²	80,000	47	29	76	146	158	304	3,020
Total		2,700,000	311	148	459	222	404	626	8,081
¹ Trip rates based on <i>Skechers Expansion Trip Generation Study</i> (WSP Parsons Brinkerhoff, June 23, 2016)									
² Trip rates based on ITE <i>Trip Generation Manual</i> , 10th Edition									

Exhibit 3: HFCP Trip Generation

⁵ Highland Fairview Corporate Park Parcels 2 and 3 Project-Trip Generation Consistency Memorandum, October 17, 2018, prepared by Kimley-Horn for Highland Fairview.

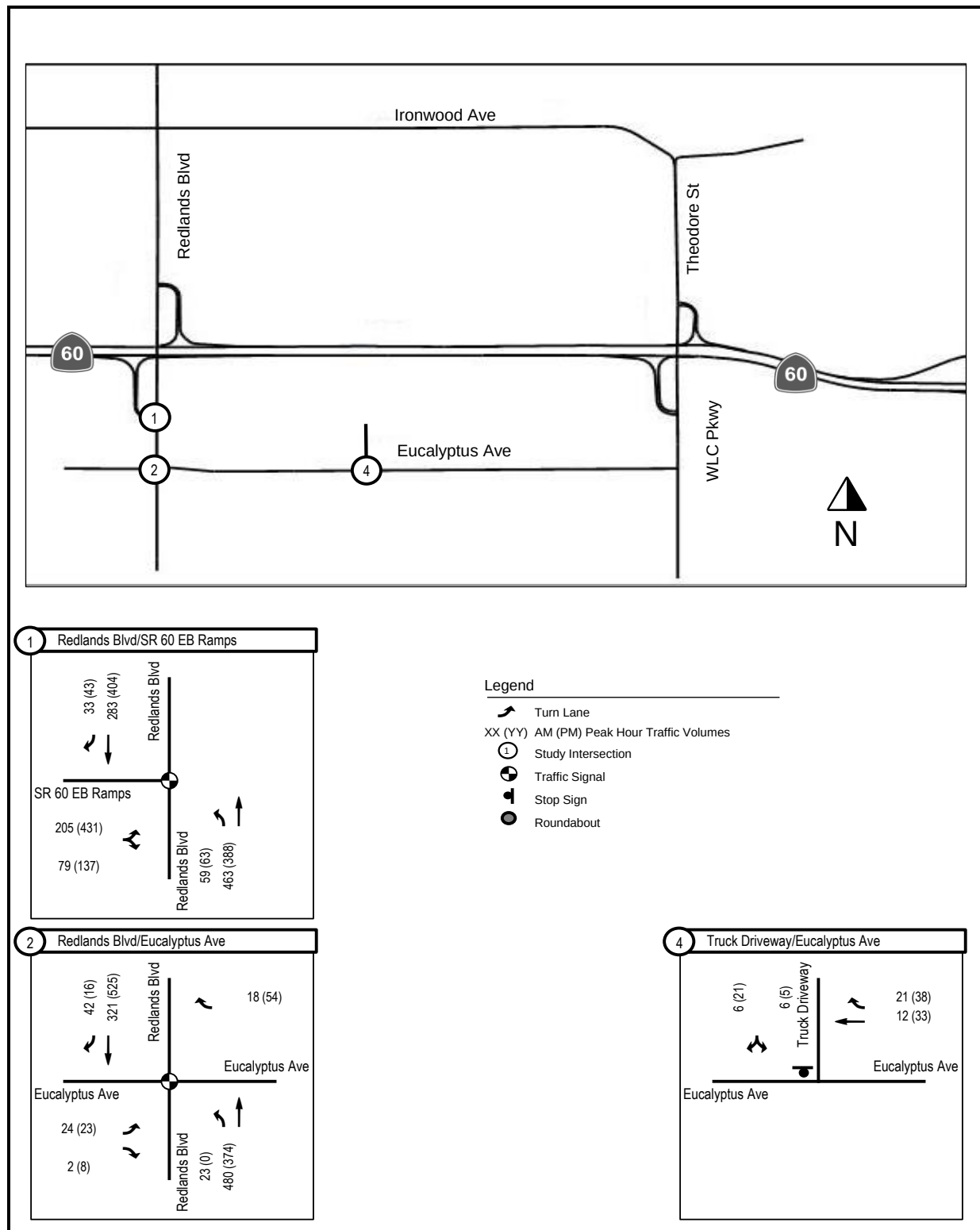


Exhibit 4: Existing Turning Movement Volumes in PCE

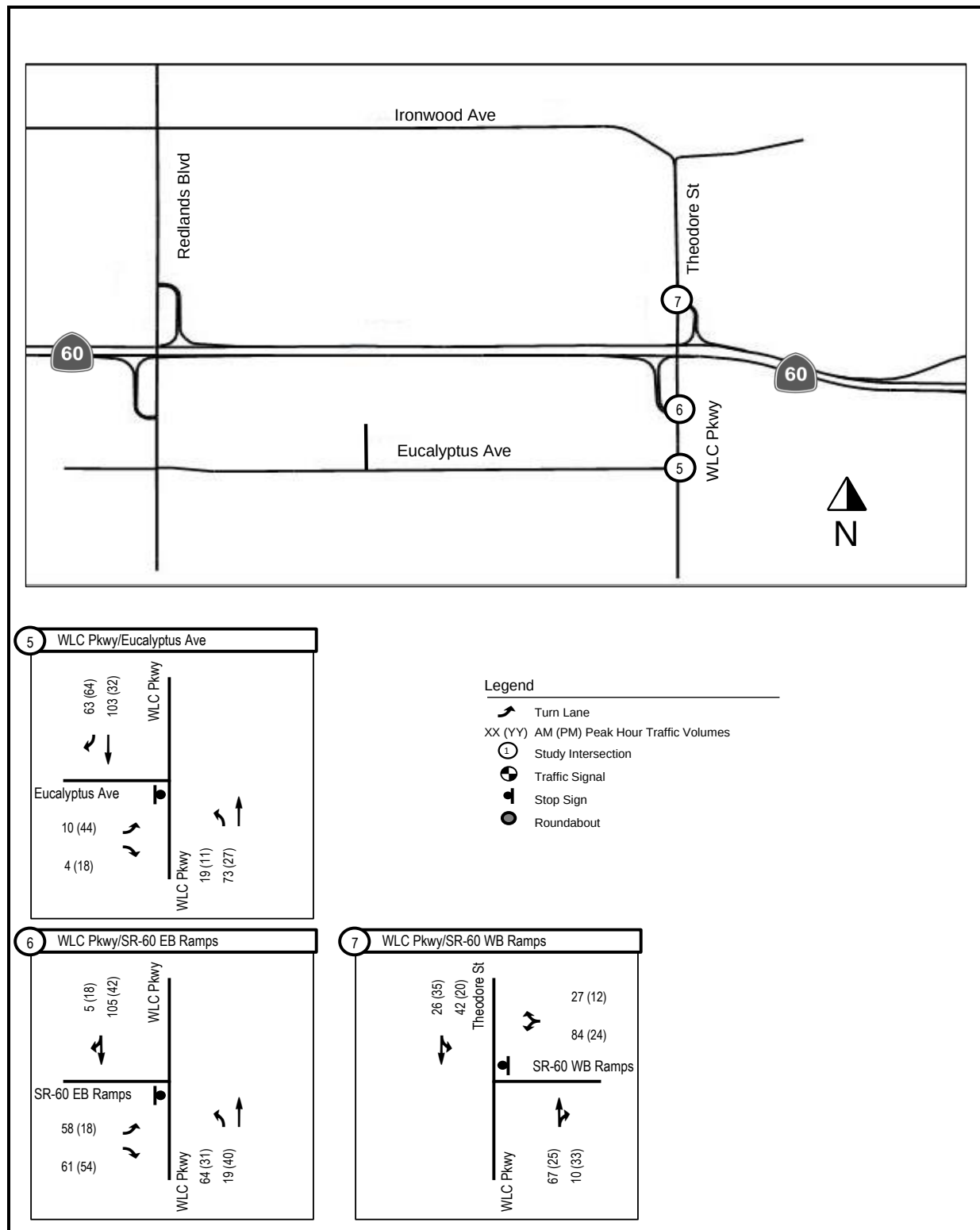


Exhibit 4: Existing Turning Movement Volumes in PCE (continued)

Existing Plus Project Traffic Volumes and LOS

The turning movement volumes for Existing Plus Project are shown in Exhibit 7. Some things to note:

- The truck driveway that forms the north leg of Intersection 4 would serve both the existing Skechers building and the expansion. So, the volumes shown there would be a mix of old and new traffic.
- Trucks headed to the Skechers are required to use the World Logistics Center Parkway rather than the Redlands Boulevard.

As can be seen in Exhibit 5, the proposed intersections would all provide LOS A or B in both the AM and PM peak hours, and by extension in all off-peak hours (since the volumes would be lower). This meets the City standard of LOS D. LOS calculations are shown in Appendix B.

ID	Intersection	Control Type		Existing				Existing Plus Project			
		No Project	Plus Project	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
2	Eucalyptus Ave/Redlands Blvd	Signal	RABT	A	7.8	A	7.4	A	5.8	A	5.6
3	Eucalyptus Ave/Car Driveway	N/A	SSSC	Does Not Exist				A	8.4	A	8.6
4	Eucalyptus Ave/Truck Driveway	SSSC	RABT	A	8.5	A	8.7	A	4.7	A	4.6
5	WLC Pkwy/Eucalyptus Ave	SSSC	SSSC	B	10.0	A	9.2	B	10.5	B	10.0
6	WLC Pkwy/SR-60 EB Ramps	SSSC	SSSC	B	10.1	A	9.0	B	10.3	A	9.2
7	WLC Pkwy/SR-60 WB Ramps	SSSC	SSSC	B	10.3	A	9.4	B	10.6	B	10.0
Notes: Delay is reported in sec/veh. "SSSC" means "side-street stop-controlled." For SSSC intersections, delay and LOS for the worst performing approach are reported. For signalized intersections, average intersection delay and LOS are reported. "RABT" means "Roundabout." For roundabout intersections, average intersection delay and LOS are reported.											

Exhibit 5: Existing and Existing Plus Project LOS

Horizon Year 2045 Traffic Volumes and LOS

The turning movement volumes for Horizon Year 2045 No Project and Horizon Year 2045 Plus Project are shown in Exhibit 8 and Exhibit 9, respectively. The same notes apply to the Horizon Year as to the previous section for Existing Plus Project LOS plus a local access road will connect Intersection 4 with Street E.

As can be seen in Exhibit 6, all study intersections would meet the City standard (LOS of D) or better in both the AM and PM peak hours, and by extension in all off-peak hours (since the volumes would be lower). Intersections 2 and 4 have less average delay than with the conversion to roundabouts compared to the signals in the No Project condition. As expected, in general, delay increases with the addition of project traffic, however the LOS remains acceptable. Note that in two cases the Plus Project condition has a lower average delay than the No Project condition. The reasons are:

- The Highway Capacity Manual methodology is based on the average control delay for vehicles entering an intersection. So, when traffic is increased in movements that are not delayed the average delay for the intersection goes down. Such is the case for intersection 7 in the AM peak hour. The Skechers extension would add 30 PCEs to the eastbound right-turn and northbound left-turn movements, both of which have LOS A, compared to the No Project average LOS of D. So, the Skechers extension would slightly reduce the average delay.
- In the case of intersection 5 AM peak hour, the average delay was reduced because some WLC traffic to and from Redlands Boulevard would use the new access road at Intersection 4 rather than going through Intersection 5.

ID	Intersection	Control Type		Horizon Year No Project				Horizon Year Plus Project			
		No Project	Plus Project	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
2	Eucalyptus Ave/Redlands Blvd	Signal	RABT	B	17.5	C	22.8	A	7.3	C	17.1
3	Eucalyptus Ave/Car Driveway	N/A	SSSC	Does Not Exist				A	9.5	B	10.9
4	Eucalyptus Ave/Truck Driveway	SSSC	RABT	B	14.9	C	16.8	A	4.5	A	4.8
5	WLC Pkwy/Eucalpytus Ave	Signal	Signal	C	24.8	C	34.1	C	22.9	D	38.4
6	WLC Pkwy/SR-60 EB Ramps	Signal	Signal	C	26.1	B	14.6	C	30.4	C	21.5
7	WLC Pkwy/SR-60 WB Ramps	Signal	Signal	D	54.6	C	20.9	D	53.8	C	22.1
Notes: Delay is reported in sec/veh. "SSSC" means "side-street stop-controlled." For SSSC intersections, delay and LOS for the worst performing approach are reported. For signalized intersections, average intersection delay and LOS are reported. "RABT" means "Roundabout." For roundabout intersections, average intersection delay and LOS are reported.											

Exhibit 6: Horizon Year 2045 No Project and Plus Project LOS

The Synchro reports showing the LOS by movement and the 95th percentile queue are shown in the appendix to this memo. The queues are forecast to be non-existent or very short (fewer than 5 vehicles) in every case except for the Redlands/Eucalyptus roundabout in the Horizon Year, when a maximum queue of 9 vehicles may occur for the eastbound left-turn movement.

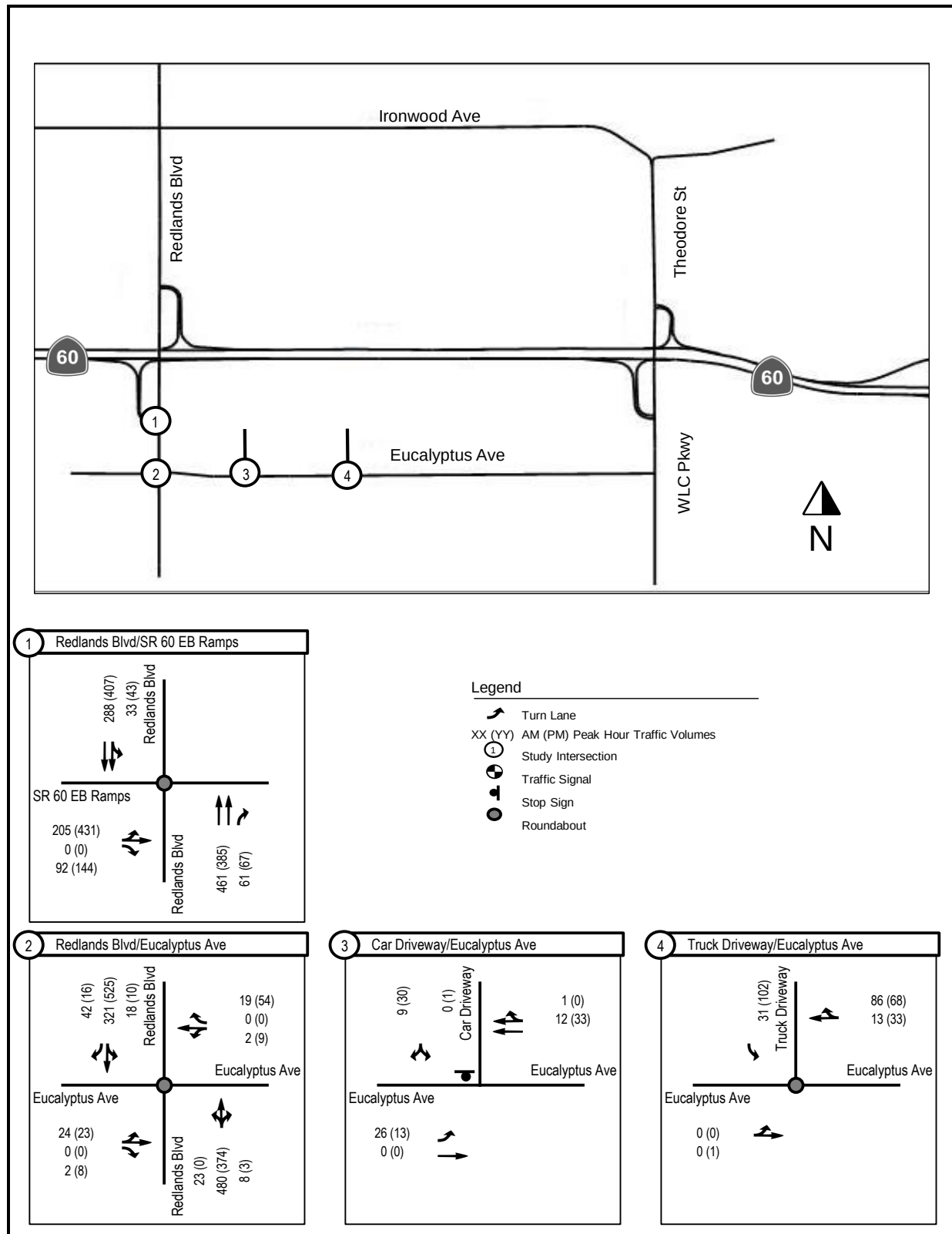


Exhibit 7: Existing Plus Project Turning Movement Volumes in PCE

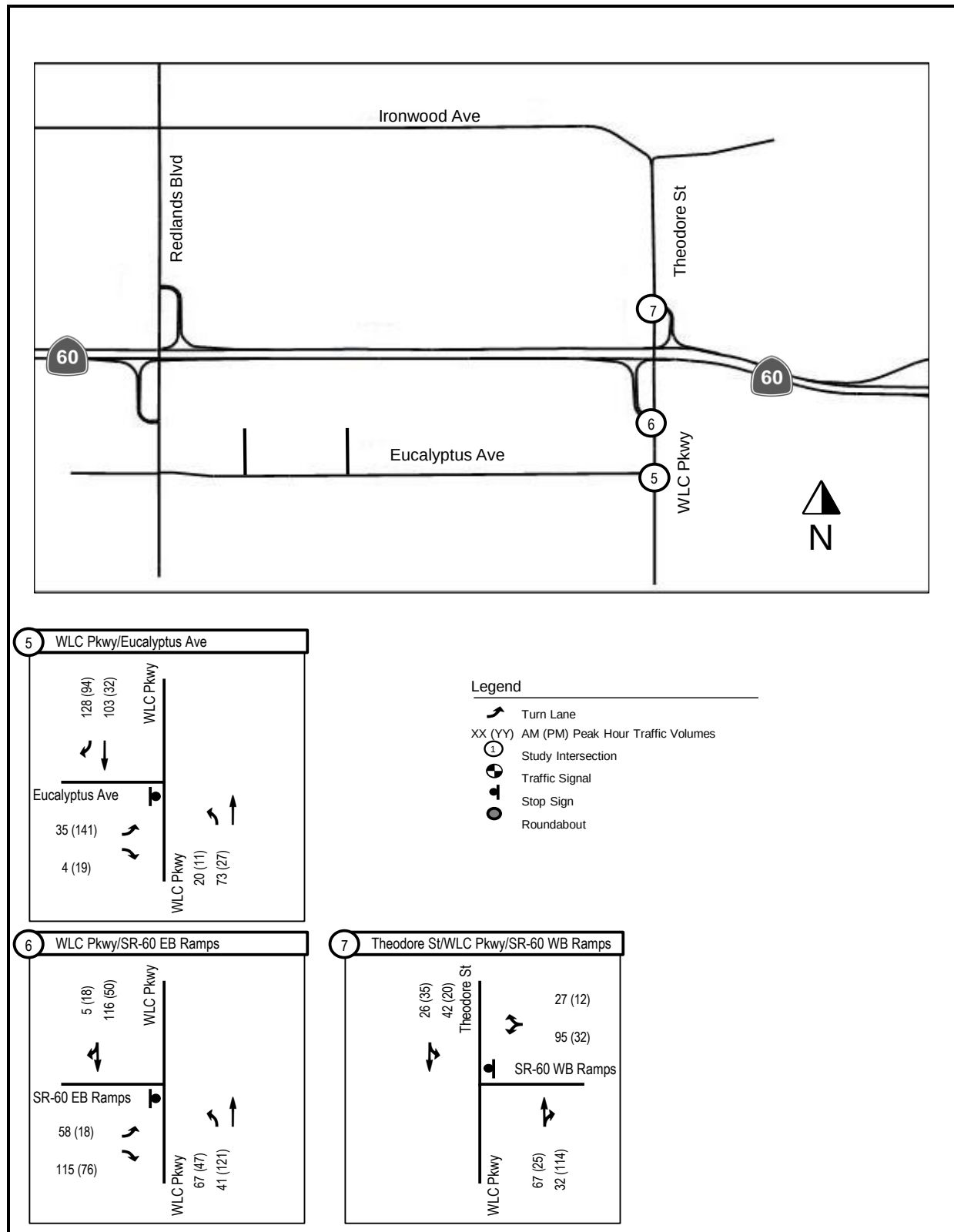


Exhibit 7: Existing Plus Project Turning Movement Volumes in PCE (continued)

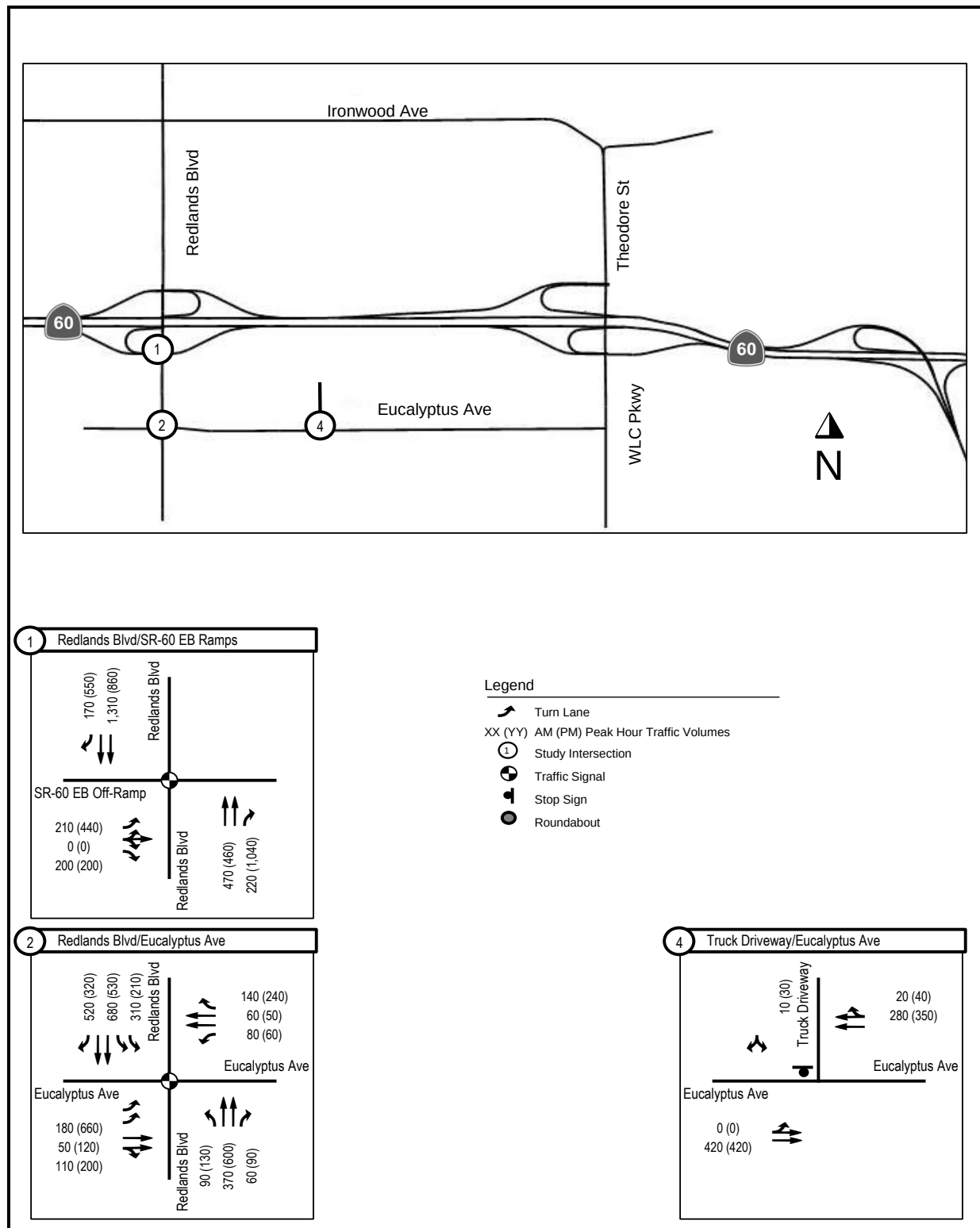


Exhibit 8: Horizon Year 2045 No Project Turning Movement Volumes in PCE

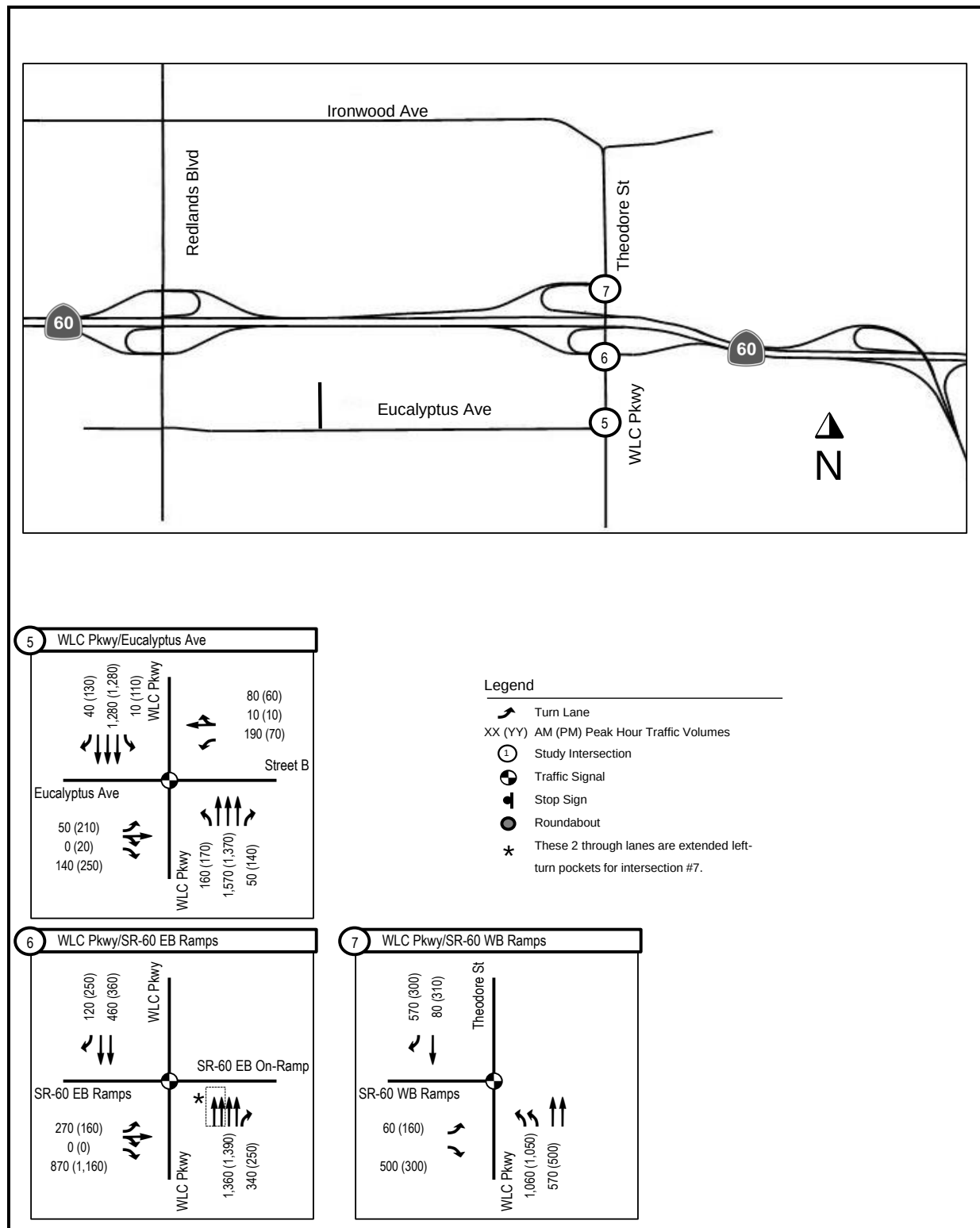


Exhibit 8: Horizon Year 2045 No Project Turning Movement Volumes in PCE (continued)

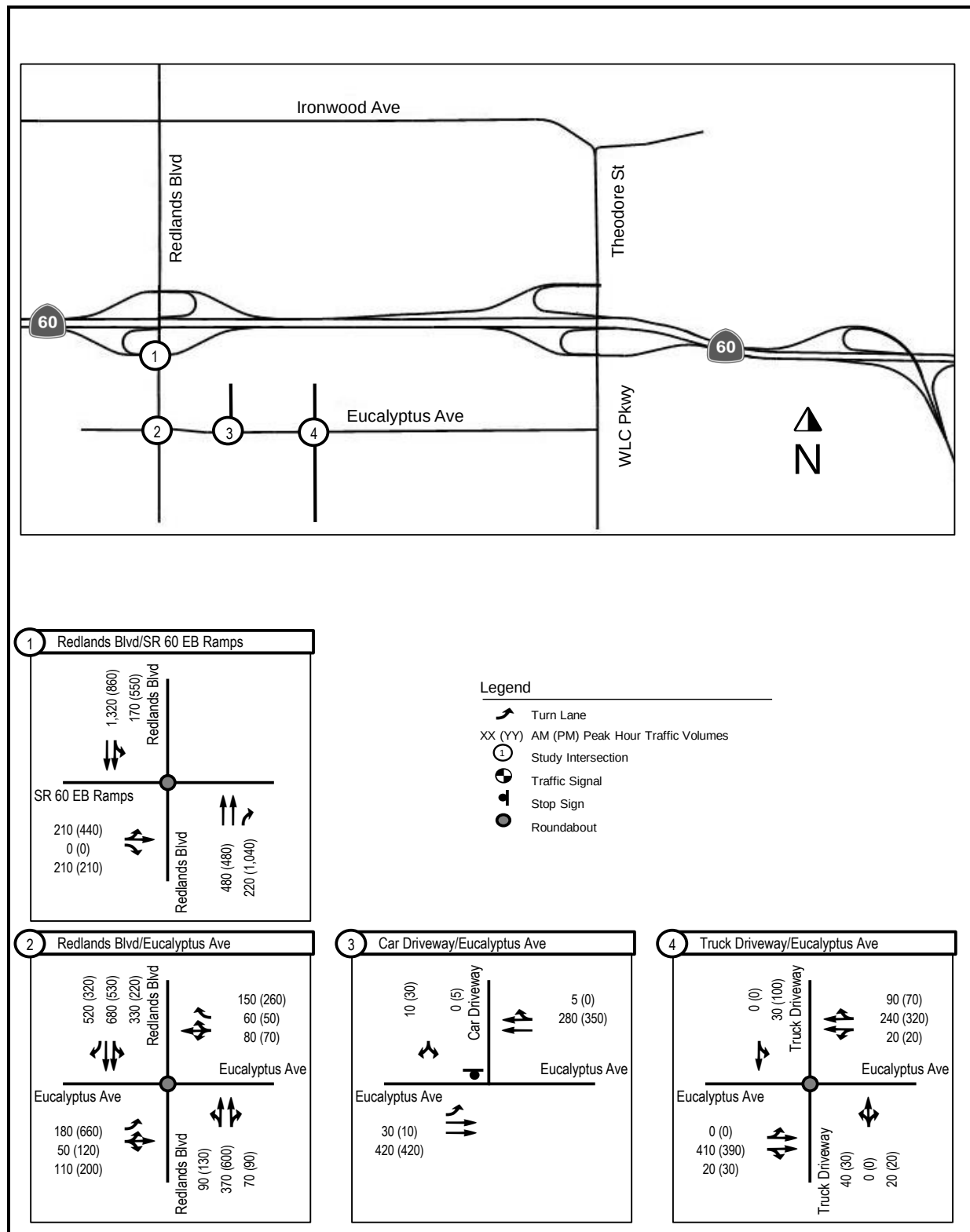


Exhibit 9: Horizon Year 2045 Plus Project Turning Movement Volumes in PCE

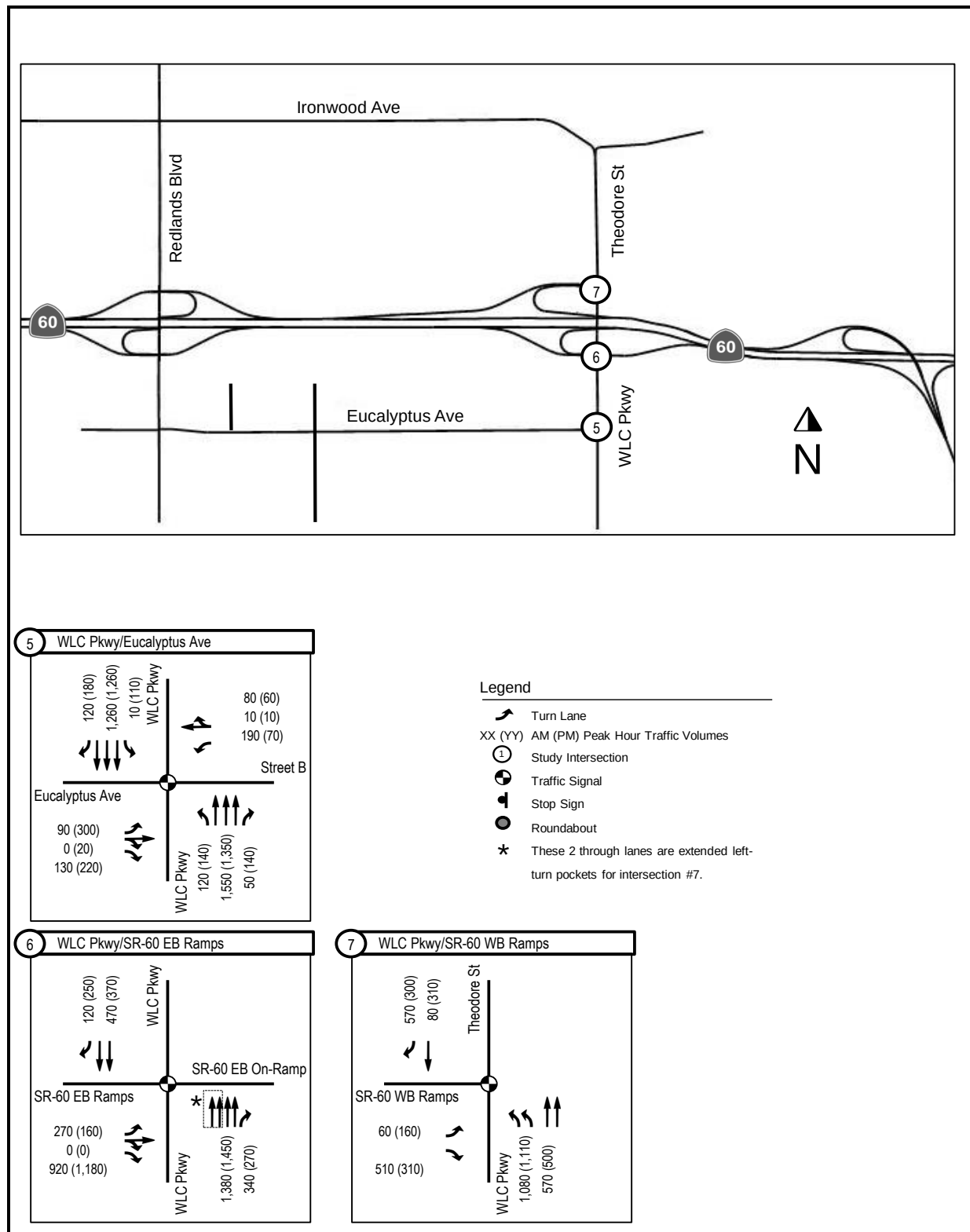


Exhibit 9: Horizon Year 2045 Plus Project Turning Movement Volumes in PCE (continued)

APPENDIX A
TRAFFIC COUNTS

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MR_V_Theodore_Eucalyptus AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's -
Motorcycles - Bicycles - Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	7	7	14	1	8	9	1	0	1	24
07:15 AM	17	11	28	4	11	15	2	0	2	45
07:30 AM	15	15	30	6	12	18	0	2	2	50
07:45 AM	14	16	30	7	13	20	2	2	4	54
Total	53	49	102	18	44	62	5	4	9	173
08:00 AM	10	23	33	15	12	27	2	1	3	63
08:15 AM	12	34	46	10	10	20	2	4	6	72
08:30 AM	12	26	38	6	12	18	9	27	36	92
08:45 AM	10	17	27	2	12	14	4	5	9	50
Total	44	100	144	33	46	79	17	37	54	277
Grand Total	97	149	246	51	90	141	22	41	63	450
Apprch %	39.4	60.6		36.2	63.8		34.9	65.1		
Total %	21.6	33.1	54.7	11.3	20	31.3	4.9	9.1	14	
Cars & Trailers	45	117	162	47	44	91	13	37	50	303
% Cars & Trailers	46.4	78.5	65.9	92.2	48.9	64.5	59.1	90.2	79.4	67.3
Large 2 Axle Vehicles	0	1	1	0	0	0	0	0	0	1
% Large 2 Axle Vehicles	0	0.7	0.4	0	0	0	0	0	0	0.2
3 Axle Vehicles	0	2	2	0	0	0	1	0	1	3
% 3 Axle Vehicles	0	1.3	0.8	0	0	0	4.5	0	1.6	0.7
4 Axle Trucks	1	2	3	0	0	0	1	0	1	4
% 4 Axle Trucks	1	1.3	1.2	0	0	0	4.5	0	1.6	0.9
5 Axle Trucks	43	13	56	0	40	40	3	0	3	99
% 5 Axle Trucks	44.3	8.7	22.8	0	44.4	28.4	13.6	0	4.8	22
6+ Axle Trucks	0	1	1	0	0	0	0	0	0	1
% 6+ Axle Trucks	0	0.7	0.4	0	0	0	0	0	0	0.2
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	1	1	0	0	0	0	0	0	1
% Motorcycles	0	0.7	0.4	0	0	0	0	0	0	0.2
Bicycles	0	1	1	0	0	0	0	1	1	2
% Bicycles	0	0.7	0.4	0	0	0	0	2.4	1.6	0.4
Medium Truck	8	11	19	4	6	10	4	3	7	36
% Medium Truck	8.2	7.4	7.7	7.8	6.7	7.1	18.2	7.3	11.1	8

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	14	16	30	7	13	20	2	2	4	54
08:00 AM	10	23	33	15	12	27	2	1	3	63
08:15 AM	12	34	46	10	10	20	2	4	6	72
08:30 AM	12	26	38	6	12	18	9	27	36	92
Total Volume	48	99	147	38	47	85	15	34	49	281
% App. Total	32.7	67.3		44.7	55.3		30.6	69.4		
PHF	.857	.728	.799	.633	.904	.787	.417	.315	.340	.764

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Cars & Trailers

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	5	4	9	1	7	8	0	0	0	17
07:15 AM	10	6	16	4	10	14	1	0	1	31
07:30 AM	9	10	19	5	6	11	0	1	1	31
07:45 AM	4	13	17	7	6	13	1	1	2	32
Total	28	33	61	17	29	46	2	2	4	111
08:00 AM	6	19	25	13	3	16	1	1	2	43
08:15 AM	3	29	32	9	5	14	1	4	5	51
08:30 AM	3	22	25	6	5	11	6	25	31	67
08:45 AM	5	14	19	2	2	4	3	5	8	31
Total	17	84	101	30	15	45	11	35	46	192
Grand Total	45	117	162	47	44	91	13	37	50	303
Apprch %	27.8	72.2		51.6	48.4		26	74		
Total %	14.9	38.6	53.5	15.5	14.5	30	4.3	12.2	16.5	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	4	13	17	7	6	13	1	1	2	32
08:00 AM	6	19	25	13	3	16	1	1	2	43
08:15 AM	3	29	32	9	5	14	1	4	5	51
08:30 AM	3	22	25	6	5	11	6	25	31	67
Total Volume	16	83	99	35	19	54	9	31	40	193
% App. Total	16.2	83.8		64.8	35.2		22.5	77.5		
PHF	.667	.716	.773	.673	.792	.844	.375	.310	.323	.720

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 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
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 3 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	0	0	1	0	1	3
Grand Total	0	2	2	0	0	0	1	0	1	3
Apprch %	0	100		0	0		100	0		
Total %	0	66.7	66.7	0	0	0	33.3	0	33.3	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 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
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.500

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 4 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	1	2	0	0	0	0	0	0	2
Total	1	1	2	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	1	2	3	0	0	0	1	0	1	4
Apprch %	33.3	66.7		0	0		100	0		
Total %	25	50	75	0	0	0	25	0	25	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	1	2	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	3	0	0	0	1	0	1	4
% App. Total	33.3	66.7		0	0		100	0		
PHF	.250	.500	.375	.000	.000	.000	.250	.000	.250	.500

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 5 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	7	3	10	0	1	1	1	0	1	12
07:30 AM	5	0	5	0	6	6	0	0	0	11
07:45 AM	8	1	9	0	6	6	1	0	1	16
Total	20	5	25	0	13	13	2	0	2	40
08:00 AM	4	1	5	0	8	8	1	0	1	14
08:15 AM	7	1	8	0	4	4	0	0	0	12
08:30 AM	7	4	11	0	7	7	0	0	0	18
08:45 AM	5	2	7	0	8	8	0	0	0	15
Total	23	8	31	0	27	27	1	0	1	59
Grand Total	43	13	56	0	40	40	3	0	3	99
Apprch %	76.8	23.2		0	100		100	0		
Total %	43.4	13.1	56.6	0	40.4	40.4	3	0	3	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	8	1	9	0	6	6	1	0	1	16
08:00 AM	4	1	5	0	8	8	1	0	1	14
08:15 AM	7	1	8	0	4	4	0	0	0	12
08:30 AM	7	4	11	0	7	7	0	0	0	18
Total Volume	26	7	33	0	25	25	2	0	2	60
% App. Total	78.8	21.2		0	100		100	0		
PHF	.813	.438	.750	.000	.781	.781	.500	.000	.500	.833

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 6+ Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 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
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Buses & RV's

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 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
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
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Groups Printed- Motorcycles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 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
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
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Groups Printed- Bicycles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	1	1	2
Apprch %	0	100		0	0		0	100		
Total %	0	50	50	0	0	0	0	50	50	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 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
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
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Groups Printed- Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	1	3	0	1	1	1	0	1	5
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	4	5	1	0	1	0	0	0	6
07:45 AM	1	1	2	0	1	1	0	1	1	4
Total	4	6	10	1	2	3	1	1	2	15
08:00 AM	0	2	2	2	1	3	0	0	0	5
08:15 AM	2	3	5	1	1	2	0	0	0	7
08:30 AM	2	0	2	0	0	0	2	2	4	6
08:45 AM	0	0	0	0	2	2	1	0	1	3
Total	4	5	9	3	4	7	3	2	5	21
Grand Total	8	11	19	4	6	10	4	3	7	36
Apprch %	42.1	57.9		40	60		57.1	42.9		
Total %	22.2	30.6	52.8	11.1	16.7	27.8	11.1	8.3	19.4	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	1	2	0	1	1	0	1	1	4
08:00 AM	0	2	2	2	1	3	0	0	0	5
08:15 AM	2	3	5	1	1	2	0	0	0	7
08:30 AM	2	0	2	0	0	0	2	2	4	6
Total Volume	5	6	11	3	3	6	2	3	5	22
% App. Total	45.5	54.5		50	50		40	60		
PHF	.625	.500	.550	.375	.750	.500	.250	.375	.313	.786

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MR_V_Theodore_Eucalyptus PM
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Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's -
Motorcycles - Bicycles - Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	6	6	12	3	11	14	12	2	14	40
04:15 PM	10	8	18	1	4	5	11	4	15	38
04:30 PM	9	10	19	2	10	12	11	8	19	50
04:45 PM	6	8	14	4	7	11	10	2	12	37
Total	31	32	63	10	32	42	44	16	60	165
05:00 PM	6	10	16	2	3	5	9	4	13	34
05:15 PM	4	10	14	0	3	3	5	2	7	24
05:30 PM	8	11	19	1	12	13	15	8	23	55
05:45 PM	9	3	12	4	5	9	10	3	13	34
Total	27	34	61	7	23	30	39	17	56	147
Grand Total	58	66	124	17	55	72	83	33	116	312
Apprch %	46.8	53.2		23.6	76.4		71.6	28.4		
Total %	18.6	21.2	39.7	5.4	17.6	23.1	26.6	10.6	37.2	
Cars & Trailers	47	45	92	12	37	49	63	29	92	233
% Cars & Trailers	81	68.2	74.2	70.6	67.3	68.1	75.9	87.9	79.3	74.7
Large 2 Axle Vehicles	0	1	1	1	0	1	1	0	1	3
% Large 2 Axle Vehicles	0	1.5	0.8	5.9	0	1.4	1.2	0	0.9	1
3 Axle Vehicles	0	1	1	0	0	0	4	0	4	5
% 3 Axle Vehicles	0	1.5	0.8	0	0	0	4.8	0	3.4	1.6
4 Axle Trucks	0	2	2	0	0	0	0	0	0	2
% 4 Axle Trucks	0	3	1.6	0	0	0	0	0	0	0.6
5 Axle Trucks	3	13	16	1	5	6	2	0	2	24
% 5 Axle Trucks	5.2	19.7	12.9	5.9	9.1	8.3	2.4	0	1.7	7.7
6+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 6+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	4	4	0	0	0	4
% Motorcycles	0	0	0	0	7.3	5.6	0	0	0	1.3
Bicycles	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0
Medium Truck	8	4	12	3	9	12	13	4	17	41
% Medium Truck	13.8	6.1	9.7	17.6	16.4	16.7	15.7	12.1	14.7	13.1

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	6	6	12	3	11	14	12	2	14	40
04:15 PM	10	8	18	1	4	5	11	4	15	38
04:30 PM	9	10	19	2	10	12	11	8	19	50
04:45 PM	6	8	14	4	7	11	10	2	12	37
Total Volume	31	32	63	10	32	42	44	16	60	165
% App. Total	49.2	50.8		23.8	76.2		73.3	26.7		
PHF	.775	.800	.829	.625	.727	.750	.917	.500	.789	.825

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
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Groups Printed- Cars & Trailers

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	5	5	10	2	7	9	6	2	8	27
04:15 PM	8	6	14	1	2	3	7	4	11	28
04:30 PM	6	6	12	0	5	5	9	6	15	32
04:45 PM	4	6	10	3	7	10	8	1	9	29
Total	23	23	46	6	21	27	30	13	43	116
05:00 PM	4	7	11	2	2	4	7	4	11	26
05:15 PM	3	5	8	0	3	3	5	2	7	18
05:30 PM	8	8	16	1	9	10	12	7	19	45
05:45 PM	9	2	11	3	2	5	9	3	12	28
Total	24	22	46	6	16	22	33	16	49	117
Grand Total	47	45	92	12	37	49	63	29	92	233
Apprch %	51.1	48.9		24.5	75.5		68.5	31.5		
Total %	20.2	19.3	39.5	5.2	15.9	21	27	12.4	39.5	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	5	5	10	2	7	9	6	2	8	27
04:15 PM	8	6	14	1	2	3	7	4	11	28
04:30 PM	6	6	12	0	5	5	9	6	15	32
04:45 PM	4	6	10	3	7	10	8	1	9	29
Total Volume	23	23	46	6	21	27	30	13	43	116
% App. Total	50	50		22.2	77.8		69.8	30.2		
PHF	.719	.958	.821	.500	.750	.675	.833	.542	.717	.906

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
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Groups Printed- Large 2 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	0	1	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	1	0	1	1	0	1	3
Apprch %	0	100		100	0		100	0		
Total %	0	33.3	33.3	33.3	0	33.3	33.3	0	33.3	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	0	1	1	0	1	3
% App. Total	0	100		100	0		100	0		
PHF	.000	.250	.250	.250	.000	.250	.250	.000	.250	.750

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
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Groups Printed- 3 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	3	0	3	4
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	1	0	0	0	4	0	4	5
Apprch %	0	100		0	0		100	0		
Total %	0	20	20	0	0	0	80	0	80	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	3	0	3	4
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.375	.000	.375	.500

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

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Groups Printed- 4 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
Grand Total	0	2	2	0	0	0	0	0	0	2
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
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Groups Printed- 5 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	3	3	0	0	0	4
04:15 PM	1	0	1	0	0	0	1	0	1	2
04:30 PM	1	2	3	1	0	1	0	0	0	4
04:45 PM	1	1	2	0	0	0	1	0	1	3
Total	3	4	7	1	3	4	2	0	2	13
05:00 PM	0	2	2	0	0	0	0	0	0	2
05:15 PM	0	4	4	0	0	0	0	0	0	4
05:30 PM	0	2	2	0	2	2	0	0	0	4
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	9	9	0	2	2	0	0	0	11
Grand Total	3	13	16	1	5	6	2	0	2	24
Apprch %	18.8	81.2		16.7	83.3		100	0		
Total %	12.5	54.2	66.7	4.2	20.8	25	8.3	0	8.3	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	1	1	0	3	3	0	0	0	4
04:15 PM	1	0	1	0	0	0	1	0	1	2
04:30 PM	1	2	3	1	0	1	0	0	0	4
04:45 PM	1	1	2	0	0	0	1	0	1	3
Total Volume	3	4	7	1	3	4	2	0	2	13
% App. Total	42.9	57.1		25	75		100	0		
PHF	.750	.500	.583	.250	.250	.333	.500	.000	.500	.813

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
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Groups Printed- 6+ Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
Site Code : 09817323
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Groups Printed- Buses & RV's

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
Site Code : 09817323
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Groups Printed- Motorcycles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	4	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	4	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	4	4	0	0	0	4
Apprch %	0	0		0	100		0	0		
Total %	0	0	0	0	100	100	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	4	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	4	4	0	0	0	4
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
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Groups Printed- Bicycles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
Site Code : 09817323
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Groups Printed- Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	1	1	4	0	4	6
04:15 PM	1	1	2	0	2	2	1	0	1	5
04:30 PM	2	1	3	1	1	2	2	2	4	9
04:45 PM	1	0	1	1	0	1	1	1	2	4
Total	5	2	7	2	4	6	8	3	11	24
05:00 PM	2	1	3	0	1	1	1	0	1	5
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	1	1	0	1	1	3	1	4	6
05:45 PM	0	0	0	1	3	4	1	0	1	5
Total	3	2	5	1	5	6	5	1	6	17
Grand Total	8	4	12	3	9	12	13	4	17	41
Apprch %	66.7	33.3		25	75		76.5	23.5		
Total %	19.5	9.8	29.3	7.3	22	29.3	31.7	9.8	41.5	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	0	1	0	1	1	4	0	4	6
04:15 PM	1	1	2	0	2	2	1	0	1	5
04:30 PM	2	1	3	1	1	2	2	2	4	9
04:45 PM	1	0	1	1	0	1	1	1	2	4
Total Volume	5	2	7	2	4	6	8	3	11	24
% App. Total	71.4	28.6		33.3	66.7		72.7	27.3		
PHF	.625	.500	.583	.500	.500	.750	.500	.375	.688	.667

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
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Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's -
Motorcycles - Bicycles - Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	6	0	6	5	3	8	10	7	17	31
07:15 AM	10	0	10	11	4	15	9	11	20	45
07:30 AM	21	1	22	10	0	10	6	13	19	51
07:45 AM	13	2	15	12	3	15	5	15	20	50
Total	50	3	53	38	10	48	30	46	76	177
08:00 AM	14	1	15	10	5	15	5	22	27	57
08:15 AM	15	1	16	6	5	11	5	29	34	61
08:30 AM	14	1	15	8	10	18	6	26	32	65
08:45 AM	9	3	12	12	5	17	9	16	25	54
Total	52	6	58	36	25	61	25	93	118	237
Grand Total	102	9	111	74	35	109	55	139	194	414
Apprch %	91.9	8.1		67.9	32.1		28.4	71.6		
Total %	24.6	2.2	26.8	17.9	8.5	26.3	13.3	33.6	46.9	
Cars & Trailers	56	7	63	38	29	67	23	122	145	275
% Cars & Trailers	54.9	77.8	56.8	51.4	82.9	61.5	41.8	87.8	74.7	66.4
Large 2 Axle Vehicles	1	1	2	0	1	1	4	1	5	8
% Large 2 Axle Vehicles	1	11.1	1.8	0	2.9	0.9	7.3	0.7	2.6	1.9
3 Axle Vehicles	0	0	0	0	0	0	3	1	4	4
% 3 Axle Vehicles	0	0	0	0	0	0	5.5	0.7	2.1	1
4 Axle Trucks	0	0	0	0	0	0	5	3	8	8
% 4 Axle Trucks	0	0	0	0	0	0	9.1	2.2	4.1	1.9
5 Axle Trucks	39	1	40	32	5	37	19	10	29	106
% 5 Axle Trucks	38.2	11.1	36	43.2	14.3	33.9	34.5	7.2	14.9	25.6
6+ Axle Trucks	5	0	5	4	0	4	0	1	1	10
% 6+ Axle Trucks	4.9	0	4.5	5.4	0	3.7	0	0.7	0.5	2.4
Buses & RV's	0	0	0	0	0	0	1	0	1	1
% Buses & RV's	0	0	0	0	0	0	1.8	0	0.5	0.2
Motorcycles	0	0	0	0	0	0	0	1	1	1
% Motorcycles	0	0	0	0	0	0	0	0.7	0.5	0.2
Bicycles	1	0	1	0	0	0	0	0	0	1
% Bicycles	1	0	0.9	0	0	0	0	0	0	0.2
Medium Truck	0	0	0	0	0	0	0	0	0	0
% Medium Truck	0	0	0	0	0	0	0	0	0	0

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	14	1	15	10	5	15	5	22	27	57
08:15 AM	15	1	16	6	5	11	5	29	34	61
08:30 AM	14	1	15	8	10	18	6	26	32	65
08:45 AM	9	3	12	12	5	17	9	16	25	54
Total Volume	52	6	58	36	25	61	25	93	118	237
% App. Total	89.7	10.3		59	41		21.2	78.8		
PHF	.867	.500	.906	.750	.625	.847	.694	.802	.868	.912

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
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Groups Printed- Cars & Trailers

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	6	0	6	5	3	8	4	5	9	23
07:15 AM	5	0	5	10	3	13	5	7	12	30
07:30 AM	13	0	13	5	0	5	2	12	14	32
07:45 AM	6	2	8	5	2	7	3	13	16	31
Total	30	2	32	25	8	33	14	37	51	116
08:00 AM	10	1	11	2	3	5	1	20	21	37
08:15 AM	8	1	9	2	5	7	2	28	30	46
08:30 AM	6	1	7	3	8	11	4	23	27	45
08:45 AM	2	2	4	6	5	11	2	14	16	31
Total	26	5	31	13	21	34	9	85	94	159
Grand Total	56	7	63	38	29	67	23	122	145	275
Apprch %	88.9	11.1		56.7	43.3		15.9	84.1		
Total %	20.4	2.5	22.9	13.8	10.5	24.4	8.4	44.4	52.7	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	10	1	11	2	3	5	1	20	21	37
08:15 AM	8	1	9	2	5	7	2	28	30	46
08:30 AM	6	1	7	3	8	11	4	23	27	45
08:45 AM	2	2	4	6	5	11	2	14	16	31
Total Volume	26	5	31	13	21	34	9	85	94	159
% App. Total	83.9	16.1		38.2	61.8		9.6	90.4		
PHF	.650	.625	.705	.542	.656	.773	.563	.759	.783	.864

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
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Groups Printed- Large 2 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	2	1	3	3
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	2	1	3	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	0	0	0	1	0	1	2
Total	1	1	2	0	0	0	2	0	2	4
Grand Total	1	1	2	0	1	1	4	1	5	8
Apprch %	50	50		0	100		80	20		
Total %	12.5	12.5	25	0	12.5	12.5	50	12.5	62.5	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 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
08:15 AM	1	0	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	0	0	0	1	0	1	2
Total Volume	1	1	2	0	0	0	2	0	2	4
% App. Total	50	50		0	0		100	0		
PHF	.250	.250	.500	.000	.000	.000	.500	.000	.500	.500

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
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Groups Printed- 3 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	1	1	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	2	1	3	3
Grand Total	0	0	0	0	0	0	3	1	4	4
Apprch %	0	0		0	0		75	25		
Total %	0	0	0	0	0	0	75	25	100	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 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	1	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	2	1	3	3
% App. Total	0	0		0	0		66.7	33.3		
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.375	.375

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MR_V_Theodore_60E AM
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Groups Printed- 4 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	1	1	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	3	1	4	4
Total	0	0	0	0	0	0	4	2	6	6
Grand Total	0	0	0	0	0	0	5	3	8	8
Apprch %	0	0		0	0		62.5	37.5		
Total %	0	0	0	0	0	0	62.5	37.5	100	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 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
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	3	1	4	4
Total Volume	0	0	0	0	0	0	4	2	6	6
% App. Total	0	0		0	0		66.7	33.3		
PHF	.000	.000	.000	.000	.000	.000	.333	.500	.375	.375

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
Start Date : 5/31/2017
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Groups Printed- 5 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	5	1	6	6
07:15 AM	4	0	4	1	1	2	4	3	7	13
07:30 AM	7	1	8	4	0	4	2	0	2	14
07:45 AM	6	0	6	7	0	7	1	1	2	15
Total	17	1	18	12	1	13	12	5	17	48
08:00 AM	2	0	2	7	2	9	2	1	3	14
08:15 AM	6	0	6	3	0	3	2	0	2	11
08:30 AM	8	0	8	5	2	7	1	3	4	19
08:45 AM	6	0	6	5	0	5	2	1	3	14
Total	22	0	22	20	4	24	7	5	12	58
Grand Total	39	1	40	32	5	37	19	10	29	106
Apprch %	97.5	2.5		86.5	13.5		65.5	34.5		
Total %	36.8	0.9	37.7	30.2	4.7	34.9	17.9	9.4	27.4	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	2	0	2	7	2	9	2	1	3	14
08:15 AM	6	0	6	3	0	3	2	0	2	11
08:30 AM	8	0	8	5	2	7	1	3	4	19
08:45 AM	6	0	6	5	0	5	2	1	3	14
Total Volume	22	0	22	20	4	24	7	5	12	58
% App. Total	100	0		83.3	16.7		58.3	41.7		
PHF	.688	.000	.688	.714	.500	.667	.875	.417	.750	.763

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
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Groups Printed- 6+ Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	1	0	1	0	1	1	4
08:00 AM	2	0	2	1	0	1	0	0	0	3
08:15 AM	0	0	0	1	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	1	1	0	1	0	0	0	2
Total	3	0	3	3	0	3	0	0	0	6
Grand Total	5	0	5	4	0	4	0	1	1	10
Apprch %	100	0		100	0		0	100		
Total %	50	0	50	40	0	40	0	10	10	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	2	0	2	1	0	1	0	0	0	3
08:15 AM	0	0	0	1	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	1	1	0	1	0	0	0	2
Total Volume	3	0	3	3	0	3	0	0	0	6
% App. Total	100	0		100	0		0	0		
PHF	.375	.000	.375	.750	.000	.750	.000	.000	.000	.500

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Buses & RV's

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0		0	0		100	0		
Total %	0	0	0	0	0	0	100	0	100	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 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	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
Start Date : 5/31/2017
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Groups Printed- Motorcycles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0		0	0		0	100		
Total %	0	0		0	0		0	100	100	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 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
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
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Groups Printed- Bicycles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	0	0	0	0	0	1
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 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
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
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Groups Printed- Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 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
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
Site Code : 09817323
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Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's -
Motorcycles - Bicycles - Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	7	3	10	7	15	22	1	5	6	38
04:15 PM	13	4	17	4	15	19	2	5	7	43
04:30 PM	9	4	13	10	5	15	5	10	15	43
04:45 PM	9	3	12	11	11	22	5	6	11	45
Total	38	14	52	32	46	78	13	26	39	169
05:00 PM	9	3	12	5	5	10	3	7	10	32
05:15 PM	7	5	12	3	9	12	1	8	9	33
05:30 PM	6	3	9	8	16	24	1	11	12	45
05:45 PM	9	0	9	7	8	15	2	6	8	32
Total	31	11	42	23	38	61	7	32	39	142
Grand Total	69	25	94	55	84	139	20	58	78	311
Apprch %	73.4	26.6		39.6	60.4		25.6	74.4		
Total %	22.2	8	30.2	17.7	27	44.7	6.4	18.6	25.1	
Cars & Trailers	66	23	89	46	75	121	11	41	52	262
% Cars & Trailers	95.7	92	94.7	83.6	89.3	87.1	55	70.7	66.7	84.2
Large 2 Axle Vehicles	0	1	1	0	1	1	6	1	7	9
% Large 2 Axle Vehicles	0	4	1.1	0	1.2	0.7	30	1.7	9	2.9
3 Axle Vehicles	0	0	0	0	3	3	0	1	1	4
% 3 Axle Vehicles	0	0	0	0	3.6	2.2	0	1.7	1.3	1.3
4 Axle Trucks	0	0	0	0	1	1	1	3	4	5
% 4 Axle Trucks	0	0	0	0	1.2	0.7	5	5.2	5.1	1.6
5 Axle Trucks	3	0	3	4	4	8	1	12	13	24
% 5 Axle Trucks	4.3	0	3.2	7.3	4.8	5.8	5	20.7	16.7	7.7
6+ Axle Trucks	0	1	1	0	0	0	1	0	1	2
% 6+ Axle Trucks	0	4	1.1	0	0	0	5	0	1.3	0.6
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	5	0	5	0	0	0	5
% Motorcycles	0	0	0	9.1	0	3.6	0	0	0	1.6
Bicycles	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0
Medium Truck	0	0	0	0	0	0	0	0	0	0
% Medium Truck	0	0	0	0	0	0	0	0	0	0

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	7	3	10	7	15	22	1	5	6	38
04:15 PM	13	4	17	4	15	19	2	5	7	43
04:30 PM	9	4	13	10	5	15	5	10	15	43
04:45 PM	9	3	12	11	11	22	5	6	11	45
Total Volume	38	14	52	32	46	78	13	26	39	169
% App. Total	73.1	26.9		41	59		33.3	66.7		
PHF	.731	.875	.765	.727	.767	.886	.650	.650	.650	.939

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
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Groups Printed- Cars & Trailers

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	7	3	10	5	12	17	0	5	5	32
04:15 PM	12	4	16	4	10	14	0	3	3	33
04:30 PM	8	3	11	6	5	11	4	7	11	33
04:45 PM	8	3	11	10	11	21	4	4	8	40
Total	35	13	48	25	38	63	8	19	27	138
05:00 PM	9	3	12	5	5	10	1	5	6	28
05:15 PM	7	4	11	3	8	11	1	3	4	26
05:30 PM	6	3	9	6	16	22	0	9	9	40
05:45 PM	9	0	9	7	8	15	1	5	6	30
Total	31	10	41	21	37	58	3	22	25	124
Grand Total	66	23	89	46	75	121	11	41	52	262
Apprch %	74.2	25.8		38	62		21.2	78.8		
Total %	25.2	8.8	34	17.6	28.6	46.2	4.2	15.6	19.8	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	7	3	10	5	12	17	0	5	5	32
04:15 PM	12	4	16	4	10	14	0	3	3	33
04:30 PM	8	3	11	6	5	11	4	7	11	33
04:45 PM	8	3	11	10	11	21	4	4	8	40
Total Volume	35	13	48	25	38	63	8	19	27	138
% App. Total	72.9	27.1		39.7	60.3		29.6	70.4		
PHF	.729	.813	.750	.625	.792	.750	.500	.679	.614	.863

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
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Groups Printed- Large 2 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	1	2	0	2	3
04:30 PM	0	0	0	0	0	0	1	1	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	3	1	4	5
05:00 PM	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	3	0	3	4
Grand Total	0	1	1	0	1	1	6	1	7	9
Apprch %	0	100		0	100		85.7	14.3		
Total %	0	11.1	11.1	0	11.1	11.1	66.7	11.1	77.8	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	1	1	2	0	2	3
04:30 PM	0	0	0	0	0	0	1	1	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	3	1	4	5
% App. Total	0	0		0	100		75	25		
PHF	.000	.000	.000	.000	.250	.250	.375	.250	.500	.417

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
Site Code : 09817323
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Groups Printed- 3 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	2	2	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	1	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	3	3	0	1	1	4
Apprch %	0	0		0	100		0	100		
Total %	0	0	0	0	75	75	0	25	25	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	2	2	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	3	0	1	1	4
% App. Total	0	0		0	100		0	100		
PHF	.000	.000	.000	.000	.375	.375	.000	.250	.250	.333

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
Site Code : 09817323
Start Date : 5/31/2017
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Groups Printed- 4 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	2	2
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	1	1	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	2	3
Grand Total	0	0	0	0	1	1	1	3	4	5
Apprch %	0	0		0	100		25	75		
Total %	0	0	0	0	20	20	20	60	80	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	2	2
% App. Total	0	0		0	0		50	50		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.500	.500

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 5 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	2	3	0	0	0	3
04:15 PM	1	0	1	0	2	2	0	1	1	4
04:30 PM	1	0	1	0	0	0	0	1	1	2
04:45 PM	1	0	1	1	0	1	1	2	3	5
Total	3	0	3	2	4	6	1	4	5	14
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	4	4	4
05:30 PM	0	0	0	2	0	2	0	2	2	4
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	2	0	2	0	8	8	10
Grand Total	3	0	3	4	4	8	1	12	13	24
Apprch %	100	0		50	50		7.7	92.3		
Total %	12.5	0	12.5	16.7	16.7	33.3	4.2	50	54.2	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	1	2	3	0	0	0	3
04:15 PM	1	0	1	0	2	2	0	1	1	4
04:30 PM	1	0	1	0	0	0	0	1	1	2
04:45 PM	1	0	1	1	0	1	1	2	3	5
Total Volume	3	0	3	2	4	6	1	4	5	14
% App. Total	100	0		33.3	66.7		20	80		
PHF	.750	.000	.750	.500	.500	.500	.250	.500	.417	.700

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
Site Code : 09817323
Start Date : 5/31/2017
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Groups Printed- 6+ Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
Site Code : 09817323
Start Date : 5/31/2017
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Groups Printed- Buses & RV's

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
Site Code : 09817323
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Groups Printed- Motorcycles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	4	0	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	5	0	5	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	5	0	5	0	0	0	5
Apprch %	0	0		100	0		0	0		
Total %	0	0	0	100	0	100	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	4	0	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	5	0	5	0	0	0	5
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.313	.000	.313	.000	.000	.000	.313

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
Site Code : 09817323
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Groups Printed- Bicycles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
Site Code : 09817323
Start Date : 5/31/2017
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Groups Printed- Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
Site Code : 09817323
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Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's -
Motorcycles - Bicycles - Medium Truck

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	5	7	2	7	9	12	3	15	31
07:15 AM	4	1	5	16	3	19	10	2	12	36
07:30 AM	7	6	13	9	5	14	4	1	5	32
07:45 AM	4	3	7	15	9	24	7	1	8	39
Total	17	15	32	42	24	66	33	7	40	138
08:00 AM	6	5	11	7	7	14	9	3	12	37
08:15 AM	6	6	12	11	1	12	7	3	10	34
08:30 AM	6	3	9	11	0	11	11	7	18	38
08:45 AM	4	4	8	12	3	15	8	2	10	33
Total	22	18	40	41	11	52	35	15	50	142
Grand Total	39	33	72	83	35	118	68	22	90	280
Apprch %	54.2	45.8		70.3	29.7		75.6	24.4		
Total %	13.9	11.8	25.7	29.6	12.5	42.1	24.3	7.9	32.1	
Cars & Trailers	15	30	45	36	29	65	37	16	53	163
% Cars & Trailers	38.5	90.9	62.5	43.4	82.9	55.1	54.4	72.7	58.9	58.2
Large 2 Axle Vehicles	3	1	4	1	3	4	4	1	5	13
% Large 2 Axle Vehicles	7.7	3	5.6	1.2	8.6	3.4	5.9	4.5	5.6	4.6
3 Axle Vehicles	3	0	3	0	0	0	3	1	4	7
% 3 Axle Vehicles	7.7	0	4.2	0	0	0	4.4	4.5	4.4	2.5
4 Axle Trucks	3	1	4	0	0	0	5	0	5	9
% 4 Axle Trucks	7.7	3	5.6	0	0	0	7.4	0	5.6	3.2
5 Axle Trucks	15	1	16	39	1	40	18	4	22	78
% 5 Axle Trucks	38.5	3	22.2	47	2.9	33.9	26.5	18.2	24.4	27.9
6+ Axle Trucks	0	0	0	7	0	7	1	0	1	8
% 6+ Axle Trucks	0	0	0	8.4	0	5.9	1.5	0	1.1	2.9
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	2	2	0	0	0	2
% Motorcycles	0	0	0	0	5.7	1.7	0	0	0	0.7
Bicycles	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0
Medium Truck	0	0	0	0	0	0	0	0	0	0
% Medium Truck	0	0	0	0	0	0	0	0	0	0

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	4	3	7	15	9	24	7	1	8	39
08:00 AM	6	5	11	7	7	14	9	3	12	37
08:15 AM	6	6	12	11	1	12	7	3	10	34
08:30 AM	6	3	9	11	0	11	11	7	18	38
Total Volume	22	17	39	44	17	61	34	14	48	148
% App. Total	56.4	43.6		72.1	27.9		70.8	29.2		
PHF	.917	.708	.813	.733	.472	.635	.773	.500	.667	.949

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
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Groups Printed- Cars & Trailers

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	5	6	2	6	8	5	3	8	22
07:15 AM	3	1	4	9	3	12	7	0	7	23
07:30 AM	0	5	5	4	5	9	1	1	2	16
07:45 AM	0	3	3	6	6	12	4	1	5	20
Total	4	14	18	21	20	41	17	5	22	81
08:00 AM	3	5	8	3	6	9	4	1	5	22
08:15 AM	3	5	8	4	1	5	6	2	8	21
08:30 AM	2	3	5	4	0	4	7	6	13	22
08:45 AM	3	3	6	4	2	6	3	2	5	17
Total	11	16	27	15	9	24	20	11	31	82
Grand Total	15	30	45	36	29	65	37	16	53	163
Apprch %	33.3	66.7		55.4	44.6		69.8	30.2		
Total %	9.2	18.4	27.6	22.1	17.8	39.9	22.7	9.8	32.5	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	3	3	6	6	12	4	1	5	20
08:00 AM	3	5	8	3	6	9	4	1	5	22
08:15 AM	3	5	8	4	1	5	6	2	8	21
08:30 AM	2	3	5	4	0	4	7	6	13	22
Total Volume	8	16	24	17	13	30	21	10	31	85
% App. Total	33.3	66.7		56.7	43.3		67.7	32.3		
PHF	.667	.800	.750	.708	.542	.625	.750	.417	.596	.966

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
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Groups Printed- Large 2 Axle Vehicles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	1	0	1	0	1	1	1	0	1	3
Total	1	0	1	0	1	1	2	1	3	5
08:00 AM	1	0	1	0	1	1	0	0	0	2
08:15 AM	1	1	2	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	1	1	2	1	0	1	3
Total	2	1	3	1	2	3	2	0	2	8
Grand Total	3	1	4	1	3	4	4	1	5	13
Apprch %	75	25		25	75		80	20		
Total %	23.1	7.7	30.8	7.7	23.1	30.8	30.8	7.7	38.5	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	0	1	0	1	1	1	0	1	3
08:00 AM	1	0	1	0	1	1	0	0	0	2
08:15 AM	1	1	2	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	3	1	4	0	2	2	2	0	2	8
% App. Total	75	25		0	100		100	0		
PHF	.750	.250	.500	.000	.500	.500	.500	.000	.500	.667

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
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Groups Printed- 3 Axle Vehicles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
08:00 AM	1	0	1	0	0	0	1	0	1	2
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	1	0	1	0	0	0	0	1	1	2
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	3	0	3	0	0	0	2	1	3	6
Grand Total	3	0	3	0	0	0	3	1	4	7
Apprch %	100	0		0	0		75	25		
Total %	42.9	0	42.9	0	0	0	42.9	14.3	57.1	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	1	0	1	1
08:00 AM	1	0	1	0	0	0	1	0	1	2
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	1	0	1	0	0	0	0	1	1	2
Total Volume	3	0	3	0	0	0	2	1	3	6
% App. Total	100	0		0	0		66.7	33.3		
PHF	.750	.000	.750	.000	.000	.000	.500	.250	.750	.750

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
Site Code : 09817323
Start Date : 5/31/2017
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Groups Printed- 4 Axle Trucks

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	0	0	1	0	1	2
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	0	0	1	0	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	1	1	0	0	0	2	0	2	3
Total	0	1	1	0	0	0	4	0	4	5
Grand Total	3	1	4	0	0	0	5	0	5	9
Apprch %	75	25		0	0		100	0		
Total %	33.3	11.1	44.4	0	0	0	55.6	0	55.6	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 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
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
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Groups Printed- 5 Axle Trucks

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	5	0	5	6
07:15 AM	0	0	0	6	0	6	3	1	4	10
07:30 AM	6	1	7	5	0	5	2	0	2	14
07:45 AM	3	0	3	7	0	7	1	0	1	11
Total	9	1	10	18	1	19	11	1	12	41
08:00 AM	1	0	1	3	0	3	4	2	6	10
08:15 AM	1	0	1	7	0	7	0	1	1	9
08:30 AM	3	0	3	5	0	5	2	0	2	10
08:45 AM	1	0	1	6	0	6	1	0	1	8
Total	6	0	6	21	0	21	7	3	10	37
Grand Total	15	1	16	39	1	40	18	4	22	78
Apprch %	93.8	6.2		97.5	2.5		81.8	18.2		
Total %	19.2	1.3	20.5	50	1.3	51.3	23.1	5.1	28.2	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	3	0	3	7	0	7	1	0	1	11
08:00 AM	1	0	1	3	0	3	4	2	6	10
08:15 AM	1	0	1	7	0	7	0	1	1	9
08:30 AM	3	0	3	5	0	5	2	0	2	10
Total Volume	8	0	8	22	0	22	7	3	10	40
% App. Total	100	0		100	0		70	30		
PHF	.667	.000	.667	.786	.000	.786	.438	.375	.417	.909

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
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Groups Printed- 6+ Axle Trucks

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	3	0	3	1	0	1	4
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	2	0	2	0	0	0	2
08:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	4	0	4	0	0	0	4
Grand Total	0	0	0	7	0	7	1	0	1	8
Apprch %	0	0		100	0		100	0		
Total %	0	0		87.5	0	87.5	12.5	0	12.5	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	2	0	2	0	0	0	2
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	5	0	5	0	0	0	5
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.625	.000	.625	.000	.000	.000	.625

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
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Groups Printed- Buses & RV's

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 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
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
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Groups Printed- Motorcycles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	2	2	0	0	0	2
Total	0	0	0	0	2	2	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	2	2	0	0	0	2
Apprch %	0	0		0	100		0	0		
Total %	0	0	0	0	100	100	0	0	0	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	2	2	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	2	0	0	0	2
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
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Groups Printed- Bicycles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 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
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
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Groups Printed- Medium Truck

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 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
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

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Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's -
Motorcycles - Bicycles - Medium Truck

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	11	7	18	3	1	4	5	13	18	40
04:15 PM	9	6	15	10	4	14	4	9	13	42
04:30 PM	10	11	21	4	3	7	7	10	17	45
04:45 PM	5	5	10	6	2	8	4	6	10	28
Total	35	29	64	23	10	33	20	38	58	155
05:00 PM	1	7	8	6	3	9	2	10	12	29
05:15 PM	3	8	11	3	4	7	1	4	5	23
05:30 PM	2	3	5	5	0	5	8	13	21	31
05:45 PM	2	3	5	4	4	8	1	6	7	20
Total	8	21	29	18	11	29	12	33	45	103
Grand Total	43	50	93	41	21	62	32	71	103	258
Apprch %	46.2	53.8		66.1	33.9		31.1	68.9		
Total %	16.7	19.4	36	15.9	8.1	24	12.4	27.5	39.9	
Cars & Trailers	32	49	81	37	20	57	27	59	86	224
% Cars & Trailers	74.4	98	87.1	90.2	95.2	91.9	84.4	83.1	83.5	86.8
Large 2 Axle Vehicles	3	0	3	0	1	1	2	6	8	12
% Large 2 Axle Vehicles	7	0	3.2	0	4.8	1.6	6.2	8.5	7.8	4.7
3 Axle Vehicles	1	0	1	1	0	1	0	4	4	6
% 3 Axle Vehicles	2.3	0	1.1	2.4	0	1.6	0	5.6	3.9	2.3
4 Axle Trucks	4	0	4	0	0	0	0	0	0	4
% 4 Axle Trucks	9.3	0	4.3	0	0	0	0	0	0	1.6
5 Axle Trucks	3	0	3	3	0	3	2	2	4	10
% 5 Axle Trucks	7	0	3.2	7.3	0	4.8	6.2	2.8	3.9	3.9
6+ Axle Trucks	0	1	1	0	0	0	1	0	1	2
% 6+ Axle Trucks	0	2	1.1	0	0	0	3.1	0	1	0.8
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0
Medium Truck	0	0	0	0	0	0	0	0	0	0
% Medium Truck	0	0	0	0	0	0	0	0	0	0

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	11	7	18	3	1	4	5	13	18	40
04:15 PM	9	6	15	10	4	14	4	9	13	42
04:30 PM	10	11	21	4	3	7	7	10	17	45
04:45 PM	5	5	10	6	2	8	4	6	10	28
Total Volume	35	29	64	23	10	33	20	38	58	155
% App. Total	54.7	45.3		69.7	30.3		34.5	65.5		
PHF	.795	.659	.762	.575	.625	.589	.714	.731	.806	.861

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

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Groups Printed- Cars & Trailers

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	7	7	14	2	1	3	4	9	13	30
04:15 PM	4	6	10	10	3	13	4	5	9	32
04:30 PM	9	10	19	3	3	6	7	9	16	41
04:45 PM	5	5	10	5	2	7	3	5	8	25
Total	25	28	53	20	9	29	18	28	46	128
05:00 PM	1	7	8	5	3	8	2	8	10	26
05:15 PM	3	8	11	3	4	7	1	4	5	23
05:30 PM	2	3	5	5	0	5	5	13	18	28
05:45 PM	1	3	4	4	4	8	1	6	7	19
Total	7	21	28	17	11	28	9	31	40	96
Grand Total	32	49	81	37	20	57	27	59	86	224
Apprch %	39.5	60.5		64.9	35.1		31.4	68.6		
Total %	14.3	21.9	36.2	16.5	8.9	25.4	12.1	26.3	38.4	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	7	7	14	2	1	3	4	9	13	30
04:15 PM	4	6	10	10	3	13	4	5	9	32
04:30 PM	9	10	19	3	3	6	7	9	16	41
04:45 PM	5	5	10	5	2	7	3	5	8	25
Total Volume	25	28	53	20	9	29	18	28	46	128
% App. Total	47.2	52.8		69	31		39.1	60.9		
PHF	.694	.700	.697	.500	.750	.558	.643	.778	.719	.780

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	2	0	0	0	0	1	1	3
04:15 PM	0	0	0	0	1	1	0	2	2	3
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	2	0	2	0	1	1	0	5	5	8
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	2	0	2	2
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	2	1	3	4
Grand Total	3	0	3	0	1	1	2	6	8	12
Apprch %	100	0		0	100		25	75		
Total %	25	0	25	0	8.3	8.3	16.7	50	66.7	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	0	2	0	0	0	0	1	1	3
04:15 PM	0	0	0	0	1	1	0	2	2	3
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	2	0	2	0	1	1	0	5	5	8
% App. Total	100	0		0	100		0	100		
PHF	.250	.000	.250	.000	.250	.250	.000	.625	.625	.667

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 3 Axle Vehicles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	3	3	4
05:00 PM	0	0	0	1	0	1	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
Grand Total	1	0	1	1	0	1	0	4	4	6
Apprch %	100	0		100	0		0	100		
Total %	16.7	0	16.7	16.7	0	16.7	0	66.7	66.7	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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	2	2	2
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	3	3	4
% App. Total	100	0		0	0		0	100		
PHF	.250	.000	.250	.000	.000	.000	.000	.375	.375	.500

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 4 Axle Trucks

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	2	0	0	0	0	0	0	2
04:15 PM	2	0	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	4	0	4	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	4	0	4	0	0	0	0	0	0	4
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	0	2	0	0	0	0	0	0	2
04:15 PM	2	0	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	4	0	0	0	0	0	0	4
% App. Total	100	0		0	0		0	0		
PHF	.500	.000	.500	.000	.000	.000	.000	.000	.000	.500

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 5 Axle Trucks

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	1	1	2	3
04:15 PM	3	0	3	0	0	0	0	1	1	4
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	1	0	1	1	0	1	2
Total	3	0	3	3	0	3	2	2	4	10
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	3	0	3	3	0	3	2	2	4	10
Apprch %	100	0		100	0		50	50		
Total %	30	0	30	30	0	30	20	20	40	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	1	1	2	3
04:15 PM	3	0	3	0	0	0	0	1	1	4
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	1	0	1	1	0	1	2
Total Volume	3	0	3	3	0	3	2	2	4	10
% App. Total	100	0		100	0		50	50		
PHF	.250	.000	.250	.750	.000	.750	.500	.500	.500	.625

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 6+ Axle Trucks

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Buses & RV's

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Motorcycles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Bicycles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Medium Truck

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

INTERSECTION #5 AM

Start Date: 1/30/2018

Comment 1: City of Moreno Valley

Comment 2: N/S: Redlands Boulevard

Comment 3: E/W: Eucalyptus Avenue

Comment 4: Weather: Clear

Cars	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	59	6	0	1	0	2	0	9	132	0	0	0	0	0	0
07:15 AM	0	66	6	0	0	0	4	0	3	140	0	0	3	0	2	0
07:30 AM	0	91	8	0	1	0	1	0	2	100	0	0	0	0	0	0
07:45 AM	0	92	7	0	1	0	2	0	5	101	0	0	2	0	0	0
08:00 AM	1	80	6	0	0	0	2	0	4	83	0	0	6	0	1	0
08:15 AM	3	64	1	0	0	1	1	0	1	94	3	0	4	0	2	0
08:30 AM	1	61	2	0	1	0	20	0	2	78	0	0	2	0	4	0
08:45 AM	0	38	3	0	1	0	31	0	0	59	0	0	6	0	0	0

2-Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:15 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	2	0	0	0
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
08:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0
08:15 AM	0	0	1	0	0	0	3	0	0	2	0	0	0	0	0	0
08:30 AM	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	0	0	1	0	0	0

INTERSECTION #5 PM

Start Date: 1/30/2018

Comment 1: City of Moreno Valley

Comment 2: N/S: Redlands Boulevard

Comment 3: E/W: Eucalyptus Avenue

Comment 4: Weather: Clear

Cars	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	114	0	0	0	0	4	0	0	84	0	0	6	0	3	0
04:15 PM	1	99	4	0	0	0	1	0	0	92	0	0	13	0	5	0
04:30 PM	0	125	0	0	0	0	11	0	0	83	0	0	3	1	1	0
04:45 PM	1	134	1	0	0	0	4	0	0	96	1	0	8	0	2	0
05:00 PM	0	118	0	0	2	0	9	0	0	94	0	0	2	0	5	0
05:15 PM	0	119	3	0	0	0	4	0	0	103	0	0	7	0	0	0
05:30 PM	0	136	2	0	0	0	10	0	0	91	0	0	5	0	0	0
05:45 PM	0	116	0	0	0	0	9	0	1	72	0	0	3	0	1	0

2-Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:15 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	1	0	0	2	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	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	1	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	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
05:15 PM	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
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION #6 AM

Start Date: 1/30/2018

Comment 1: City of Moreno Valley

Comment 2: N/S: Redlands Boulevard

Comment 3: E/W: SR-60 Eastbound Ramps

Comment 4: Weather: Clear

Cars	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	48	4	0	0	0	0	0	10	140	0	0	50	0	11	0
07:15 AM	0	63	10	0	0	0	0	0	16	105	0	0	39	0	10	0
07:30 AM	0	79	4	0	0	0	0	0	14	95	0	0	35	0	25	0
07:45 AM	0	85	7	0	0	0	0	0	17	82	0	0	49	0	17	0
08:00 AM	0	70	7	0	0	0	0	0	15	77	0	0	64	0	16	0
08:15 AM	0	46	0	0	0	0	0	0	10	83	0	0	72	0	21	0
08:30 AM	0	42	8	0	0	0	0	0	9	106	0	0	61	0	12	0
08:45 AM	0	28	4	0	0	0	0	0	10	78	0	0	72	0	16	0

2-Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	2	0	0	0	0	0	0	0	2	0	0	2	0	0	0
07:30 AM	0	0	1	0	0	0	0	0	0	3	0	0	2	0	2	0
07:45 AM	0	2	0	0	0	0	0	0	0	5	0	0	4	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	2	0	1	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0

3-Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
07:15 AM	0	0	0	0	0	0	0	0	1	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
07:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0

4+ Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	0	2	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	3	0	1	0
07:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0
08:00 AM	0	0	1	0	0	0	0	0	1	2	0	0	2	0	2	0
08:15 AM	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0

INTERSECTION #6 PM

Start Date: 1/30/2018

Comment 1: City of Moreno Valley

Comment 2: N/S: Redlands Boulevard

Comment 3: E/W: SR-60 Eastbound Ramps

Comment 4: Weather: Clear

Cars	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	85	8	0	0	0	0	0	10	84	0	0	95	0	26	0
04:15 PM	0	75	12	0	0	0	0	0	14	92	0	0	98	0	35	0
04:30 PM	0	93	9	0	0	0	0	0	10	79	0	0	102	0	31	0
04:45 PM	0	93	13	0	0	0	0	0	20	90	0	0	103	0	33	0
05:00 PM	0	97	9	0	0	0	0	0	14	87	0	0	110	0	33	0
05:15 PM	0	107	6	0	0	0	0	0	14	92	0	0	104	0	26	0
05:30 PM	0	103	13	0	0	0	0	0	5	104	0	0	99	0	24	0
05:45 PM	0	87	10	0	0	0	0	0	10	70	0	0	109	0	25	0

2-Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	5	1	0	0	0	0	0	1	3	0	0	1	0	2	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	3	0	0	1	0	2	0
04:45 PM	0	0	2	0	0	0	0	0	1	2	0	0	2	0	2	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	2	1	0	0	0	0	0	0	2	0	0	1	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	2	0	2	0

3-Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	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	2	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:15 PM	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
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0
04:30 PM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	1	0
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0
05:00 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX B
SYNCHRO OUTPUT REPORTS

HCM 6th Signalized Intersection Summary

2: Redlands Blvd & Eucalyptus Ave

Existing
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	2	0	0	18	23	480	0	0	321	42
Future Volume (veh/h)	24	0	2	0	0	18	23	480	0	0	321	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	26	0	2	0	0	20	25	522	0	0	349	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	0	0	0	0	58	80	915	0	0	554	543
Arrive On Green	0.05	0.00	0.00	0.00	0.00	0.04	0.04	0.48	0.00	0.00	0.29	0.29
Sat Flow, veh/h	1810	26		0	0	1610	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	26	14.8		0	0	20	25	522	0	0	349	46
Grp Sat Flow(s),veh/h/ln	1810	B		0	0	1610	1810	1900	0	0	1900	1610
Q Serve(g_s), s	0.4			0.0	0.0	0.3	0.4	5.4	0.0	0.0	4.4	0.5
Cycle Q Clear(g_c), s	0.4			0.0	0.0	0.3	0.4	5.4	0.0	0.0	4.4	0.5
Prop In Lane	1.00			0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	83			0	0	58	80	915	0	0	554	543
V/C Ratio(X)	0.31			0.00	0.00	0.34	0.31	0.57	0.00	0.00	0.63	0.08
Avail Cap(c_a), veh/h	461			0	0	1055	461	2282	0	0	1521	1363
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.7			0.0	0.0	12.9	12.7	5.1	0.0	0.0	8.4	6.2
Incr Delay (d2), s/veh	2.1			0.0	0.0	3.5	2.2	0.6	0.0	0.0	1.2	0.1
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2			0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8			0.0	0.0	16.4	14.9	5.7	0.0	0.0	9.6	6.3
LnGrp LOS	B			A	A	B	B	A	A	A	A	A
Approach Vol, veh/h					20				547			
Approach Delay, s/veh					16.4				6.1			
Approach LOS					B				A			
Timer - Assigned Phs	2			5		6	7	8				
Phs Duration (G+Y+Rc), s	17.2			5.2		12.0	5.3	5.0				
Change Period (Y+Rc), s	4.0			4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	33.0			7.0		22.0	7.0	18.0				
Max Q Clear Time (g_c+l1), s	7.4			2.4		6.4	2.4	2.3				
Green Ext Time (p_c), s	2.9			0.0		1.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	7.8											
HCM 6th LOS	A											

HCM 6th TWSC
4: Eucalyptus Ave/Eucalyptus Avenue & Truck Driveway

Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	12	21	6	6
Future Vol, veh/h	0	0	12	21	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	2	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	17	29	8	8
Major/Minor		Major2		Minor2		
Conflicting Flow All		-	0	17	17	
Stage 1		-	-	17	-	
Stage 2		-	-	0	-	
Critical Hdwy		-	-	6.4	6.2	
Critical Hdwy Stg 1		-	-	5.4	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		-	-	3.5	3.3	
Pot Cap-1 Maneuver		-	-	1006	1068	
Stage 1		-	-	1011	-	
Stage 2		-	-	-	-	
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver		-	-	1006	1068	
Mov Cap-2 Maneuver		-	-	1006	-	
Stage 1		-	-	1011	-	
Stage 2		-	-	-	-	
Approach		WB		SB		
HCM Control Delay, s		0		8.5		
HCM LOS				A		
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	1036			
HCM Lane V/C Ratio	-	-	0.016			
HCM Control Delay (s)	-	-	8.5			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0			

HCM 6th TWSC
5: WLC Pkwy & Eucalyptus Avenue

Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	4	19	73	103	63
Future Vol, veh/h	10	4	19	73	103	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	6	26	101	143	88
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	296	143	231	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	699	910	1349	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	686	910	1349	-	-	-
Mov Cap-2 Maneuver	686	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	1.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1349	-	686	910	-	-
HCM Lane V/C Ratio	0.02	-	0.02	0.006	-	-
HCM Control Delay (s)	7.7	-	10.4	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0	-	-

HCM 6th TWSC
6: WLC Pkwy & SR-60 EB Ramps

Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	61	64	19	105	5
Future Vol, veh/h	58	61	64	19	105	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	250	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	73	76	23	125	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	303	128	131	0	-	0
Stage 1	128	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	693	927	1467	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	657	927	1467	-	-	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.1	5.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1467	-	657	927	-	-
HCM Lane V/C Ratio	0.052	-	0.105	0.078	-	-
HCM Control Delay (s)	7.6	-	11.1	9.2	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.3	-	-

HCM 6th TWSC
7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	84	27	67	10	42	26
Future Vol, veh/h	84	27	67	10	42	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	95	31	76	11	48	30
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	208	82	0	0	87	0
Stage 1	82	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	785	983	-	-	1522	-
Stage 1	946	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	760	983	-	-	1522	-
Mov Cap-2 Maneuver	760	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.3	0		4.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	804		1522	-	
HCM Lane V/C Ratio	-	0.157		0.031	-	
HCM Control Delay (s)	-	10.3		7.4	0	
HCM Lane LOS	-	B		A	A	
HCM 95th %tile Q(veh)	-	0.6		0.1	-	

HCM 6th Signalized Intersection Summary

2: Redlands Blvd & Eucalyptus Avenue

Existing
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	0	8	0	0	54	0	374	0	0	525	16
Future Volume (veh/h)	23	0	8	0	0	54	0	374	0	0	525	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	24	0	8	0	0	56	0	386	0	0	541	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	0	0	0	0	144	7	775	0	0	775	726
Arrive On Green	0.04	0.00	0.00	0.00	0.00	0.09	0.00	0.41	0.00	0.00	0.41	0.41
Sat Flow, veh/h	1810	24		0	0	1610	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	24	14.4		0	0	56	0	386	0	0	541	16
Grp Sat Flow(s),veh/h/ln	1810	B		0	0	1610	1810	1900	0	0	1900	1610
Q Serve(g_s), s	0.3			0.0	0.0	0.9	0.0	3.9	0.0	0.0	6.2	0.1
Cycle Q Clear(g_c), s	0.3			0.0	0.0	0.9	0.0	3.9	0.0	0.0	6.2	0.1
Prop In Lane	1.00			0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	78			0	0	144	7	775	0	0	775	726
V/C Ratio(X)	0.31			0.00	0.00	0.39	0.00	0.50	0.00	0.00	0.70	0.02
Avail Cap(c_a), veh/h	485			0	0	1110	485	2401	0	0	1601	1426
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.1			0.0	0.0	11.2	0.0	5.7	0.0	0.0	6.4	4.0
Incr Delay (d2), s/veh	2.2			0.0	0.0	1.7	0.0	0.5	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1			0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4			0.0	0.0	12.9	0.0	6.2	0.0	0.0	7.5	4.0
LnGrp LOS	B			A	A	B	A	A	A	A	A	A
Approach Vol, veh/h					56		386				557	
Approach Delay, s/veh					12.9		6.2				7.4	
Approach LOS					B		A				A	
Timer - Assigned Phs	2			5		6	7	8				
Phs Duration (G+Y+Rc), s	14.7			0.0		14.7	5.1	6.3				
Change Period (Y+Rc), s	4.0			4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	33.0			7.0		22.0	7.0	18.0				
Max Q Clear Time (g_c+l1), s	5.9			0.0		8.2	2.3	2.9				
Green Ext Time (p_c), s	2.0			0.0		2.5	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	7.4											
HCM 6th LOS	A											

HCM 6th TWSC
4: Eucalyptus Avenue

Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↑	↑	
Traffic Vol, veh/h	0	0	33	38	5	21
Future Vol, veh/h	0	0	33	38	5	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	2	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	44	51	7	28
Major/Minor		Major2		Minor2		
Conflicting Flow All		-	0	44	44	
Stage 1		-	-	44	-	
Stage 2		-	-	0	-	
Critical Hdwy		-	-	6.4	6.2	
Critical Hdwy Stg 1		-	-	5.4	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		-	-	3.5	3.3	
Pot Cap-1 Maneuver		-	-	972	1032	
Stage 1		-	-	984	-	
Stage 2		-	-	-	-	
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver		-	-	972	1032	
Mov Cap-2 Maneuver		-	-	972	-	
Stage 1		-	-	984	-	
Stage 2		-	-	-	-	
Approach		WB		SB		
HCM Control Delay, s		0		8.7		
HCM LOS				A		
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	1020			
HCM Lane V/C Ratio	-	-	0.034			
HCM Control Delay (s)	-	-	8.7			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

HCM 6th TWSC
5: WLC Pkwy & Eucalyptus Avenue

Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	18	11	27	32	64
Future Vol, veh/h	44	18	11	27	32	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	24	15	36	43	85
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	109	43	128	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	893	1033	1470	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	884	1033	1470	-	-	-
Mov Cap-2 Maneuver	884	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.2	2.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1470	-	884	1033	-	-
HCM Lane V/C Ratio	0.01	-	0.066	0.023	-	-
HCM Control Delay (s)	7.5	-	9.4	8.6	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

HCM 6th TWSC
6: WLC Pkwy & SR-60 EB Ramps

Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	54	31	40	42	18
Future Vol, veh/h	18	54	31	40	42	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	250	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	62	36	46	48	21
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	177	59	69	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	817	1012	1545	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	798	1012	1545	-	-	-
Mov Cap-2 Maneuver	798	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9	3.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1545	-	798	1012	-	-
HCM Lane V/C Ratio	0.023	-	0.026	0.061	-	-
HCM Control Delay (s)	7.4	-	9.6	8.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.2	-	-

HCM 6th TWSC
7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	12	25	33	20	35
Future Vol, veh/h	24	12	25	33	20	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	18	37	49	29	51
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	171	62	0	0	86	0
Stage 1	62	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	824	1009	-	-	1523	-
Stage 1	966	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	808	1009	-	-	1523	-
Mov Cap-2 Maneuver	808	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.4	0		2.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		865	1523	-
HCM Lane V/C Ratio	-	-		0.061	0.019	-
HCM Control Delay (s)	-	-		9.4	7.4	0
HCM Lane LOS	-	-		A	A	A
HCM 95th %tile Q(veh)	-	-		0.2	0.1	-

HCM 6th Roundabout
2: Redlands Blvd & Eucalyptus Avenue

Existing Plus Project
AM Peak Hour

Intersection							
Intersection Delay, s/veh	5.8						
Intersection LOS	A						
Approach	EB		WB		NB		SB
Entry Lanes	2		1		1		1
Conflicting Circle Lanes	1		1		1		2
Adj Approach Flow, veh/h	15		20		548		399
Demand Flow Rate, veh/h	20		20		548		402
Vehicles Circulating, veh/h	365		558		36		25
Vehicles Exiting, veh/h	23		26		349		535
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	4.9		4.7		6.6		4.7
Approach LOS	A		A		A		A
Lane	Left	Right	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT	R	LT	R	LTR	LT	R
RT Channelized				Yield			Yield
Lane Util	0.900	0.100	1.000		1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.609		2.609	2.535	
Critical Headway, s	4.544	4.544	4.976	18	4.976	4.328	39
Entry Flow, veh/h	18	2	2	800	548	363	1348
Cap Entry Lane, veh/h	1019	1019	781	1.000	1330	1390	0.917
Entry HV Adj Factor	0.722	1.000	1.000	18	1.000	1.000	36
Flow Entry, veh/h	13	2	2	800	548	363	1237
Cap Entry, veh/h	736	1019	781	0.023	1330	1390	0.029
V/C Ratio	0.018	0.002	0.003	4.7	0.412	0.261	3.1
Control Delay, s/veh	5.1	3.6	4.6	A	6.6	4.8	A
LOS	A	A	A	0	A	A	0
95th %tile Queue, veh	0	0	0		2	1	

HCM 6th TWSC
3: Eucalyptus Avenue & Car Driveway

Existing Plus Project
AM Peak Hour

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	0	12	1	0	9
Future Vol, veh/h	26	0	12	1	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	0	17	1	0	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	18	0	-	0	90	9
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1612	-	-	-	911	1077
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1612	-	-	-	891	1077
Mov Cap-2 Maneuver	-	-	-	-	891	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	956	-
Approach	EB	WB		SB		
HCM Control Delay, s	7.3	0		8.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1612	-	-	-	1077	
HCM Lane V/C Ratio	0.022	-	-	-	0.012	
HCM Control Delay (s)	7.3	-	-	-	8.4	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0	

HCM 6th Roundabout
4: Eucalyptus Avenue & Truck Driveway

Existing Plus Project
AM Peak Hour

Intersection				
Intersection Delay, s/veh	4.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	60	0	15
Demand Flow Rate, veh/h	0	93	0	27
Vehicles Circulating, veh/h	27	0	27	17
Vehicles Exiting, veh/h	17	27	0	76
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	4.7	0.0	5.0
Approach LOS	-	A	-	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	0	93	0	27
Cap Entry Lane, veh/h	1342	1380	1342	1356
Entry HV Adj Factor	1.000	0.645	1.000	0.556
Flow Entry, veh/h	0	60	0	15
Cap Entry, veh/h	1342	890	1342	753
V/C Ratio	0.000	0.067	0.000	0.020
Control Delay, s/veh	2.7	4.7	2.7	5.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

HCM 6th TWSC
5: WLC Pkwy & Eucalyptus Avenue

Existing Plus Project
AM Peak Hour

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	4	20	73	103	128
Future Vol, veh/h	35	4	20	73	103	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	6	28	101	143	178
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	300	143	321	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	696	910	1250	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	681	910	1250	-	-	-
Mov Cap-2 Maneuver	681	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.5	1.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1250	-	681	910	-	-
HCM Lane V/C Ratio	0.022	-	0.071	0.006	-	-
HCM Control Delay (s)	7.9	-	10.7	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0	-	-

HCM 6th TWSC
6: WLC Pkwy & SR-60 EB Ramps

Existing Plus Project
AM Peak Hour

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	115	67	41	116	5
Future Vol, veh/h	58	115	67	41	116	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	250	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	137	80	49	138	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	350	141	144	0	-	0
Stage 1	141	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	651	912	1451	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	615	912	1451	-	-	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.3	4.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1451	-	615	912	-	-
HCM Lane V/C Ratio	0.055	-	0.112	0.15	-	-
HCM Control Delay (s)	7.6	-	11.6	9.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.5	-	-

HCM 6th TWSC
7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Existing Plus Project
AM Peak Hour

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	95	27	67	32	42	26
Future Vol, veh/h	95	27	67	32	42	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	108	31	76	36	48	30
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	220	94	0	0	112	0
Stage 1	94	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	773	968	-	-	1490	-
Stage 1	935	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	747	968	-	-	1490	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.6	0		4.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 787		1490	-	
HCM Lane V/C Ratio	-	- 0.176		0.032	-	
HCM Control Delay (s)	-	- 10.6		7.5	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0.6		0.1	-	

HCM 6th Roundabout
2: Redlands Blvd & Eucalyptus Avenue

Existing Plus Project
PM Peak Hour

Intersection							
Intersection Delay, s/veh	5.6						
Intersection LOS	A						
Approach	EB		WB		NB		SB
Entry Lanes	2		1		1		1
Conflicting Circle Lanes	1		1		1		2
Adj Approach Flow, veh/h	30		61		385		552
Demand Flow Rate, veh/h	31		61		385		556
Vehicles Circulating, veh/h	552		405		32		8
Vehicles Exiting, veh/h	0		12		551		405
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	4.5		4.4		5.2		6.0
Approach LOS	A		A		A		A
Lane	Left	Right	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT	R	LT	R	LTR	LT	R
RT Channelized				Yield			Yield
Lane Util	0.742	0.258	1.000		1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.609		2.609	2.535	
Critical Headway, s	4.544	4.544	4.976	53	4.976	4.328	12
Entry Flow, veh/h	23	8	8	913	385	544	1380
Cap Entry Lane, veh/h	859	859	913	1.000	1336	1410	0.667
Entry HV Adj Factor	0.957	1.000	1.000	53	1.000	1.000	8
Flow Entry, veh/h	22	8	8	913	385	544	920
Cap Entry, veh/h	822	859	913	0.058	1336	1410	0.009
V/C Ratio	0.027	0.009	0.009	4.5	0.288	0.386	4.0
Control Delay, s/veh	4.6	4.3	4.0	A	5.2	6.1	A
LOS	A	A	A	0	A	A	0
95th %tile Queue, veh	0	0	0		1	2	

HCM 6th TWSC
3: Eucalyptus Avenue & Car Driveway

Existing Plus Project
PM Peak Hour

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	0	33	0	1	30
Future Vol, veh/h	13	0	33	0	1	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	0	44	0	1	40
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	44	0	-	0	78	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1577	-	-	-	930	1032
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1577	-	-	-	920	1032
Mov Cap-2 Maneuver	-	-	-	-	920	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	994	-
Approach	EB	WB		SB		
HCM Control Delay, s	7.3	0		8.6		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1577	-	-	-	1028	
HCM Lane V/C Ratio	0.011	-	-	-	0.04	
HCM Control Delay (s)	7.3	-	-	-	8.6	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 6th Roundabout
4: Eucalyptus Avenue & Truck Driveway

Existing Plus Project
PM Peak Hour

Intersection				
Intersection Delay, s/veh	4.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1	73	0	51
Demand Flow Rate, veh/h	1	100	0	86
Vehicles Circulating, veh/h	86	0	87	41
Vehicles Exiting, veh/h	41	87	0	59
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	4.2	0.0	5.2
Approach LOS	A	A	-	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	1	100	0	86
Cap Entry Lane, veh/h	1264	1380	1263	1323
Entry HV Adj Factor	1.000	0.730	1.000	0.593
Flow Entry, veh/h	1	73	0	51
Cap Entry, veh/h	1264	1007	1263	785
V/C Ratio	0.001	0.072	0.000	0.065
Control Delay, s/veh	2.9	4.2	2.9	5.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

HCM 6th TWSC
5: WLC Pkwy & Eucalyptus Avenue

Existing Plus Project
PM Peak Hour

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	141	19	11	27	32	94
Future Vol, veh/h	141	19	11	27	32	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	188	25	15	36	43	125
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	109	43	168	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	893	1033	1422	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	883	1033	1422	-	-	-
Mov Cap-2 Maneuver	883	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	2.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1422	-	883	1033	-	-
HCM Lane V/C Ratio	0.01	-	0.213	0.025	-	-
HCM Control Delay (s)	7.6	-	10.2	8.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.8	0.1	-	-

HCM 6th TWSC
6: WLC Pkwy & SR-60 EB Ramps

Existing Plus Project
PM Peak Hour

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	76	47	121	50	18
Future Vol, veh/h	18	76	47	121	50	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	250	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	87	54	139	57	21
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	315	68	78	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	682	1001	1533	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	658	1001	1533	-	-	-
Mov Cap-2 Maneuver	658	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.2	2.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1533	-	658	1001	-	-
HCM Lane V/C Ratio	0.035	-	0.031	0.087	-	-
HCM Control Delay (s)	7.4	-	10.6	8.9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.3	-	-

HCM 6th TWSC
7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Existing Plus Project
PM Peak Hour

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	12	25	114	20	35
Future Vol, veh/h	32	12	25	114	20	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	18	37	168	29	51
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	230	121	0	0	205	0
Stage 1	121	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	763	936	-	-	1378	-
Stage 1	909	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	746	936	-	-	1378	-
Mov Cap-2 Maneuver	746	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10	0		2.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	790		1378	-	
HCM Lane V/C Ratio	-	0.082		0.021	-	
HCM Control Delay (s)	-	10		7.7	0	
HCM Lane LOS	-	B		A	A	
HCM 95th %tile Q(veh)	-	0.3		0.1	-	

HCM 6th Signalized Intersection Summary

2: Redlands Blvd & Eucalyptus Avenue

Horizon Year No Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	50	110	80	60	140	90	370	60	310	680	520
Future Volume (veh/h)	180	50	110	80	60	140	90	370	60	310	680	520
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	196	54	120	87	65	152	98	402	65	337	739	565
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	416	271	242	167	448	420	176	1216	542	480	1357	796
Arrive On Green	0.12	0.15	0.15	0.09	0.12	0.12	0.10	0.34	0.34	0.14	0.38	0.38
Sat Flow, veh/h	3510	1805	1610	1810	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	196	54	120	87	65	152	98	402	65	337	739	565
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1810	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	2.9	1.5	3.9	2.6	0.9	4.3	2.9	4.7	1.6	5.2	9.1	15.4
Cycle Q Clear(g_c), s	2.9	1.5	3.9	2.6	0.9	4.3	2.9	4.7	1.6	5.2	9.1	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	271	242	167	448	420	176	1216	542	480	1357	796
V/C Ratio(X)	0.47	0.20	0.50	0.52	0.14	0.36	0.56	0.33	0.12	0.70	0.54	0.71
Avail Cap(c_a), veh/h	1059	833	743	289	1153	734	289	1666	743	810	1922	1048
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	21.0	22.0	24.4	22.0	17.0	24.3	13.9	12.9	23.2	13.8	11.1
Incr Delay (d2), s/veh	0.8	0.4	1.6	2.5	0.1	0.5	2.7	0.2	0.1	1.9	0.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.6	1.5	1.2	0.4	1.5	1.2	1.5	0.5	1.9	2.7	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	21.3	23.5	26.9	22.1	17.5	27.0	14.1	13.0	25.1	14.1	12.6
LnGrp LOS	C	C	C	C	C	B	C	B	B	C	B	B
Approach Vol, veh/h		370			304			565			1641	
Approach Delay, s/veh		23.5			21.2			16.2			15.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	23.0	9.2	12.5	9.5	25.2	10.7	11.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	26.0	9.0	26.0	9.0	30.0	17.0	18.0				
Max Q Clear Time (g_c+l1), s	7.2	6.7	4.6	5.9	4.9	17.4	4.9	6.3				
Green Ext Time (p_c), s	0.6	1.3	0.1	0.4	0.1	3.8	0.5	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			17.5									
HCM 6th LOS			B									

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	420	280	21	12	0
Future Vol, veh/h	0	420	280	21	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	583	389	29	17	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	418	0	-	0	696	209
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	292	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1152	-	-	-	380	803
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1152	-	-	-	380	803
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	738	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		14.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1152	-	-	-	380	
HCM Lane V/C Ratio	-	-	-	-	0.044	
HCM Control Delay (s)	0	-	-	-	14.9	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 6th Signalized Intersection Summary

5: WLC Pkwy & Eucalyptus Avenue

Horizon Year No Project

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	0	140	190	10	80	160	1570	50	10	1280	40
Future Volume (veh/h)	50	0	140	190	10	80	160	1570	50	10	1280	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	0	194	264	14	111	222	2181	69	14	1778	56
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	0	269	297	33	258	235	2956	917	41	2398	744
Arrive On Green	0.07	0.00	0.08	0.16	0.18	0.18	0.13	0.57	0.57	0.03	0.61	0.61
Sat Flow, veh/h	1810	0	3220	1810	183	1455	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	69	0	194	264	0	125	222	2181	69	14	1778	56
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1638	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	3.7	0.0	5.9	14.3	0.0	6.8	12.2	31.2	1.9	0.8	24.3	1.4
Cycle Q Clear(g_c), s	3.7	0.0	5.9	14.3	0.0	6.8	12.2	31.2	1.9	0.8	24.3	1.4
Prop In Lane	1.00		1.00	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	0	269	297	0	291	235	2956	917	41	2398	744
V/C Ratio(X)	0.54	0.00	0.72	0.89	0.00	0.43	0.94	0.74	0.08	0.34	0.74	0.08
Avail Cap(c_a), veh/h	326	0	580	326	0	295	235	2956	917	127	2398	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	45.0	0.0	44.7	40.9	0.0	36.6	43.1	16.0	9.7	47.8	15.0	10.6
Incr Delay (d2), s/veh	3.6	0.0	3.6	23.3	0.0	1.0	43.2	1.7	0.2	3.6	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.1	8.2	0.0	2.8	7.9	10.4	0.7	0.4	6.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	0.0	48.3	64.2	0.0	37.6	86.4	17.7	9.8	51.4	16.6	10.8
LnGrp LOS	D	A	D	E	A	D	F	B	A	D	B	B
Approach Vol, veh/h	263		389				2472		1848			
Approach Delay, s/veh	48.4		55.6				23.6		16.7			
Approach LOS	D		E				C		B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	61.0	20.4	12.4	17.0	50.2	11.0	21.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	41.0	18.0	18.0	13.0	35.0	18.0	18.0				
Max Q Clear Time (g_c+l1), s	2.8	33.2	16.3	7.9	14.2	26.3	5.7	8.8				
Green Ext Time (p_c), s	0.0	6.6	0.1	0.5	0.0	6.4	0.1	0.4				
Intersection Summary												
HCM 6th Ctrl Delay	24.8											
HCM 6th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary 6: WLC Pkwy & SR-60 EB Ramps

Horizon Year No Project
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	0	870	0	0	0	0	1360	340	0	460	120
Future Volume (veh/h)	270	0	870	0	0	0	0	1360	340	0	460	120
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	321	0	1036				0	1619	405	0	548	143
Peak Hour Factor	0.84	0.84	0.84				0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	748	0	1171				0	3312	816	0	1829	816
Arrive On Green	0.41	0.00	0.41				0.00	0.34	0.34	0.00	0.17	0.17
Sat Flow, veh/h	1810	0	2834				0	6802	1610	0	3705	1610
Grp Volume(v), veh/h	321	0	1036				0	1619	405	0	548	143
Grp Sat Flow(s),veh/h/ln	1810	0	1417				0	1634	1610	0	1805	1610
Q Serve(g_s), s	12.7	0.0	33.8				0.0	19.6	20.0	0.0	13.3	7.6
Cycle Q Clear(g_c), s	12.7	0.0	33.8				0.0	19.6	20.0	0.0	13.3	7.6
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	748	0	1171				0	3312	816	0	1829	816
V/C Ratio(X)	0.43	0.00	0.88				0.00	0.49	0.50	0.00	0.30	0.18
Avail Cap(c_a), veh/h	941	0	1474				0	3312	816	0	1829	816
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.68	0.68	0.00	0.92	0.92
Uniform Delay (d), s/veh	20.9	0.0	27.1				0.0	22.8	22.9	0.0	26.1	23.7
Incr Delay (d2), s/veh	0.4	0.0	5.7				0.0	0.4	1.5	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	11.9				0.0	7.7	8.0	0.0	6.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	0.0	32.8				0.0	23.1	24.4	0.0	26.5	24.1
LnGrp LOS	C	A	C				A	C	C	A	C	C
Approach Vol, veh/h	1357						2024			691		
Approach Delay, s/veh	30.1						23.4			26.0		
Approach LOS	C						C			C		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	54.7			45.3			54.7					
Change Period (Y+Rc), s	4.0			4.0			4.0					
Max Green Setting (Gmax), s	40.0			52.0			40.0					
Max Q Clear Time (g_c+l1), s	22.0			35.8			15.3					
Green Ext Time (p_c), s	11.2			5.5			3.6					
Intersection Summary												
HCM 6th Ctrl Delay			26.1									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary 7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Horizon Year No Project
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	500	1060	570	80	570
Future Volume (veh/h)	60	500	1060	570	80	570
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	568	1205	648	91	648
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	145	1111	2141	3032	361	435
Arrive On Green	0.08	0.08	1.00	1.00	0.19	0.19
Sat Flow, veh/h	1810	1610	3510	3705	1900	1610
Grp Volume(v), veh/h	68	568	1205	648	91	648
Grp Sat Flow(s), veh/h/ln	1810	1610	1755	1805	1900	1610
Q Serve(g_s), s	3.6	0.0	0.0	0.0	4.1	19.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.0	4.1	19.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	145	1111	2141	3032	361	435
V/C Ratio(X)	0.47	0.51	0.56	0.21	0.25	1.49
Avail Cap(c_a), veh/h	525	1449	2141	3032	361	435
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.89	0.89	0.09	0.09
Uniform Delay (d), s/veh	44.0	7.4	0.0	0.0	34.5	33.6
Incr Delay (d2), s/veh	2.3	0.4	0.3	0.1	0.2	221.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.7	15.9	0.1	0.1	1.8	37.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.3	7.8	0.3	0.1	34.6	254.9
LnGrp LOS	D	A	A	A	C	F
Approach Vol, veh/h	636			1853	739	
Approach Delay, s/veh	11.9			0.2	227.8	
Approach LOS	B			A	F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		12.0	65.0	23.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		63.0		29.0	40.0	19.0
Max Q Clear Time (g_c+l1), s		2.0		5.6	2.0	21.0
Green Ext Time (p_c), s		4.2		2.4	5.2	0.0

Intersection Summary

HCM 6th Ctrl Delay 54.6
HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

2: Redlands Blvd & Eucalyptus Avenue

Horizon Year No Project

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 	 	
Traffic Volume (veh/h)	660	120	200	60	50	240	130	600	90	210	530	320
Future Volume (veh/h)	660	120	200	60	50	240	130	600	90	210	530	320
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	680	124	206	62	52	247	134	619	93	216	546	330
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	848	616	549	131	621	446	177	854	381	369	880	782
Arrive On Green	0.24	0.34	0.34	0.07	0.17	0.17	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3510	1805	1610	1810	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	680	124	206	62	52	247	134	619	93	216	546	330
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1810	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	11.9	3.2	6.3	2.2	0.8	8.6	4.7	10.3	3.1	3.8	8.8	8.7
Cycle Q Clear(g_c), s	11.9	3.2	6.3	2.2	0.8	8.6	4.7	10.3	3.1	3.8	8.8	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	848	616	549	131	621	446	177	854	381	369	880	782
V/C Ratio(X)	0.80	0.20	0.37	0.47	0.08	0.55	0.76	0.72	0.24	0.59	0.62	0.42
Avail Cap(c_a), veh/h	1235	911	813	221	994	612	305	1381	616	430	1215	931
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	15.2	16.3	29.1	22.7	20.2	28.7	23.0	20.2	27.9	22.0	10.9
Incr Delay (d2), s/veh	2.5	0.2	0.4	2.6	0.1	1.1	6.5	1.2	0.3	1.5	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	1.2	2.2	1.0	0.3	3.1	2.1	3.8	1.1	1.5	3.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	15.4	16.7	31.8	22.8	21.3	35.2	24.2	20.5	29.4	22.7	11.2
LnGrp LOS	C	B	B	C	C	C	D	C	C	C	C	B
Approach Vol, veh/h	1010			361			846			1092		
Approach Delay, s/veh	22.6			23.3			25.5			20.6		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	19.5	8.7	26.3	10.4	19.9	19.8	15.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	8.0	25.0	8.0	33.0	11.0	22.0	23.0	18.0				
Max Q Clear Time (g_c+l1), s	5.8	12.3	4.2	8.3	6.7	10.8	13.9	10.6				
Green Ext Time (p_c), s	0.1	3.1	0.0	2.1	0.1	3.3	1.9	0.7				
Intersection Summary												
HCM 6th Ctrl Delay	22.8											
HCM 6th LOS	C											

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	420	350	38	26	0
Future Vol, veh/h	0	420	350	38	26	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	560	467	51	35	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	518	0	-	0	773	259
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	280	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1058	-	-	-	340	746
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1058	-	-	-	340	746
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	748	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		16.8		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1058	-	-	-	340	
HCM Lane V/C Ratio	-	-	-	-	0.102	
HCM Control Delay (s)	0	-	-	-	16.8	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

HCM 6th Signalized Intersection Summary 5: WLC Pkwy & Eucalyptus Avenue

Horizon Year No Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	20	250	70	10	60	170	1370	140	110	1280	130
Future Volume (veh/h)	210	20	250	70	10	60	170	1370	140	110	1280	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	280	0	351	93	13	80	227	1827	187	147	1707	173
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	307	0	575	116	17	103	253	2795	868	172	2563	796
Arrive On Green	0.17	0.00	0.18	0.06	0.07	0.07	0.14	0.54	0.54	0.10	0.49	0.49
Sat Flow, veh/h	1810	0	3220	1810	230	1415	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	280	0	351	93	0	93	227	1827	187	147	1707	173
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1645	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	19.8	0.0	13.1	6.6	0.0	7.2	16.0	32.6	7.9	10.4	32.3	7.9
Cycle Q Clear(g_c), s	19.8	0.0	13.1	6.6	0.0	7.2	16.0	32.6	7.9	10.4	32.3	7.9
Prop In Lane	1.00		1.00	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	0	575	116	0	120	253	2795	868	172	2563	796
V/C Ratio(X)	0.91	0.00	0.61	0.80	0.00	0.78	0.90	0.65	0.22	0.85	0.67	0.22
Avail Cap(c_a), veh/h	362	0	768	181	0	228	292	2795	868	195	2563	796
HCM 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
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	53.0	0.0	49.2	60.0	0.0	59.2	55.0	21.3	15.6	57.9	24.8	18.6
Incr Delay (d2), s/veh	24.1	0.0	1.1	12.8	0.0	10.2	25.7	1.2	0.6	18.3	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	0.0	5.4	3.4	0.0	3.4	8.8	12.2	3.0	5.5	12.3	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	0.0	50.3	72.8	0.0	69.4	80.6	22.5	16.2	76.2	25.7	19.0
LnGrp LOS	E	A	D	E	A	E	F	C	B	E	C	B
Approach Vol, veh/h	631			186			2241			2027		
Approach Delay, s/veh	62.2			71.1			27.9			28.8		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	74.1	12.4	27.2	22.2	68.2	26.1	13.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	14.0	56.0	13.0	31.0	21.0	49.0	26.0	18.0				
Max Q Clear Time (g_c+I1), s	12.4	34.6	8.6	15.1	18.0	34.3	21.8	9.2				
Green Ext Time (p_c), s	0.1	13.2	0.1	1.2	0.2	9.6	0.3	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			34.1									
HCM 6th LOS			C									
Notes												

HCM 6th Signalized Intersection Summary 6: WLC Pkwy & SR-60 EB Ramps

Horizon Year No Project
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	0	1160	0	0	0	0	1390	250	0	360	250
Future Volume (veh/h)	160	0	1160	0	0	0	0	1390	250	0	360	250
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	184	0	1333				0	1598	287	0	414	287
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	933	0	1461				0	2362	582	0	1305	582
Arrive On Green	0.52	0.00	0.52				0.00	0.72	0.72	0.00	0.24	0.24
Sat Flow, veh/h	1810	0	2834				0	6802	1610	0	3705	1610
Grp Volume(v), veh/h	184	0	1333				0	1598	287	0	414	287
Grp Sat Flow(s),veh/h/ln	1810	0	1417				0	1634	1610	0	1805	1610
Q Serve(g_s), s	3.6	0.0	28.0				0.0	8.6	5.0	0.0	6.1	10.0
Cycle Q Clear(g_c), s	3.6	0.0	28.0				0.0	8.6	5.0	0.0	6.1	10.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	933	0	1461				0	2362	582	0	1305	582
V/C Ratio(X)	0.20	0.00	0.91				0.00	0.68	0.49	0.00	0.32	0.49
Avail Cap(c_a), veh/h	1002	0	1570				0	2362	582	0	1305	582
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.63	0.63	0.00	0.73	0.73
Uniform Delay (d), s/veh	8.5	0.0	14.4				0.0	6.9	6.4	0.0	18.0	19.5
Incr Delay (d2), s/veh	0.1	0.0	8.1				0.0	1.0	1.9	0.0	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	9.0				0.0	1.6	1.3	0.0	2.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.6	0.0	22.5				0.0	7.9	8.3	0.0	18.1	20.0
LnGrp LOS	A	A	C				A	A	A	A	B	B
Approach Vol, veh/h	1517						1885			701		
Approach Delay, s/veh	20.8						8.0			18.9		
Approach LOS	C						A			B		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	27.5			37.5			27.5					
Change Period (Y+Rc), s	4.0			4.0			4.0					
Max Green Setting (Gmax), s	21.0			36.0			21.0					
Max Q Clear Time (g_c+l1), s	10.6			30.0			12.0					
Green Ext Time (p_c), s	7.2			3.5			2.3					

Intersection Summary

HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary 7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Horizon Year No Project
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	160	300	1050	500	310	300
Future Volume (veh/h)	160	300	1050	500	310	300
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	441	1544	735	456	441
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	264	1042	1760	2860	495	654
Arrive On Green	0.15	0.15	0.84	1.00	0.26	0.26
Sat Flow, veh/h	1810	1610	3510	3705	1900	1610
Grp Volume(v), veh/h	235	441	1544	735	456	441
Grp Sat Flow(s), veh/h/ln	1810	1610	1755	1805	1900	1610
Q Serve(g_s), s	16.6	0.0	35.1	0.0	30.4	29.1
Cycle Q Clear(g_c), s	16.6	0.0	35.1	0.0	30.4	29.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	264	1042	1760	2860	495	654
V/C Ratio(X)	0.89	0.42	0.88	0.26	0.92	0.67
Avail Cap(c_a), veh/h	278	1055	1760	2860	526	681
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.78	0.78	0.09	0.09
Uniform Delay (d), s/veh	54.5	11.1	8.1	0.0	46.8	31.5
Incr Delay (d2), s/veh	26.7	0.3	4.3	0.2	3.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	19.5	16.0	5.2	0.1	14.1	13.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	81.2	11.4	12.4	0.2	50.3	32.0
LnGrp LOS	F	B	B	A	D	C
Approach Vol, veh/h	676			2279	897	
Approach Delay, s/veh	35.7			8.5	41.3	
Approach LOS	D			A	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s	107.0			23.0	69.2	37.8
Change Period (Y+Rc), s	4.0			4.0	4.0	4.0
Max Green Setting (Gmax), s	102.0			20.0	62.0	36.0
Max Q Clear Time (g_c+l1), s	2.0			18.6	37.1	32.4
Green Ext Time (p_c), s		4.9		0.4	7.1	1.5
Intersection Summary						
HCM 6th Ctrl Delay			20.9			
HCM 6th LOS			C			

HCM 6th Roundabout
2: Redlands Blvd & Eucalyptus Avenue

Horizon Year Plus Project
AM Peak Hour

Intersection									
Intersection Delay, s/veh 7.3									
Intersection LOS A									
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		1		
Adj Approach Flow, veh/h	326		291		595		1594		
Demand Flow Rate, veh/h	332		300		595		1626		
Vehicles Circulating, veh/h	1164		710		539		268		
Vehicles Exiting, veh/h	176		424		957		742		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	13.1		7.4		8.1		5.8		
Approach LOS	B		A		A		A		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	Bypass
Designated Moves	L	LTR	LTR	R	LT	TR	LT	TR	R
Assumed Moves	L	LTR	LT	R	LT	TR	LT	TR	R
RT Channelized									Free
Lane Util	0.530	0.470	0.530	0.470	0.471	0.529	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.544	4.544	554
Entry Flow, veh/h	176	156	159	141	280	315	504	568	1938
Cap Entry Lane, veh/h	463	528	702	777	822	898	1113	1113	0.980
Entry HV Adj Factor	0.982	0.983	0.969	0.972	0.999	1.001	0.980	0.981	543
Flow Entry, veh/h	173	153	154	137	280	315	494	557	1900
Cap Entry, veh/h	454	519	681	755	821	899	1091	1091	0.286
V/C Ratio	0.380	0.296	0.226	0.182	0.341	0.351	0.453	0.510	0.0
Control Delay, s/veh	14.6	11.3	8.0	6.7	8.3	7.9	8.3	9.2	A
LOS	B	B	A	A	A	A	A	A	1
95th %tile Queue, veh	2	1	1	1	2	2	2	3	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	420	280	5	0	10
Future Vol, veh/h	30	420	280	5	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	42	583	389	7	0	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	396	0	-	0	769	198
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1174	-	-	-	342	816
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1174	-	-	-	330	816
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	670	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		9.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1174	-	-	-	816	
HCM Lane V/C Ratio	0.035	-	-	-	0.017	
HCM Control Delay (s)	8.2	-	-	-	9.5	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

HCM 6th Roundabout
4: Eucalyptus Avenue

Horizon Year Plus Project
AM Peak Hour

Intersection						
Intersection Delay, s/veh	4.5					
Intersection LOS	A					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	1		1		2	2
Adj Approach Flow, veh/h	500		395		60	15
Demand Flow Rate, veh/h	535		434		71	27
Vehicles Circulating, veh/h	46		51		546	438
Vehicles Exiting, veh/h	419		566		35	47
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	4.5		4.3		5.6	6.9
Approach LOS	A		A		A	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.469	0.531	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.328	4.328
Entry Flow, veh/h	251	284	204	230	71	27
Cap Entry Lane, veh/h	1362	1362	1356	1356	893	979
Entry HV Adj Factor	0.936	0.933	0.909	0.909	0.845	0.556
Flow Entry, veh/h	235	265	185	209	60	15
Cap Entry, veh/h	1275	1271	1232	1233	754	544
V/C Ratio	0.184	0.209	0.150	0.170	0.080	0.028
Control Delay, s/veh	4.4	4.6	4.2	4.4	5.6	6.9
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

HCM 6th Signalized Intersection Summary 5: WLC Pkwy & Eucalyptus Avenue

Horizon Year Plus Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	90	0	130	190	10	80	120	1550	50	10	1260	120
Future Volume (veh/h)	90	0	130	190	10	80	120	1550	50	10	1260	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	125	0	181	264	14	111	167	2153	69	14	1750	167
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	0	255	297	28	224	181	2978	924	41	2576	800
Arrive On Green	0.09	0.00	0.08	0.16	0.15	0.15	0.10	0.57	0.57	0.03	0.66	0.66
Sat Flow, veh/h	1810	0	3220	1810	183	1455	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	125	0	181	264	0	125	167	2153	69	14	1750	167
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1638	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	6.8	0.0	5.5	14.3	0.0	7.0	9.2	30.2	1.9	0.8	20.8	4.1
Cycle Q Clear(g_c), s	6.8	0.0	5.5	14.3	0.0	7.0	9.2	30.2	1.9	0.8	20.8	4.1
Prop In Lane	1.00		1.00	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	0	255	297	0	252	181	2978	924	41	2576	800
V/C Ratio(X)	0.77	0.00	0.71	0.89	0.00	0.50	0.92	0.72	0.07	0.34	0.68	0.21
Avail Cap(c_a), veh/h	326	0	580	326	0	295	181	2978	924	127	2576	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.72	0.72	0.72
Uniform Delay (d), s/veh	44.5	0.0	44.9	40.9	0.0	38.7	44.6	15.5	9.5	47.8	12.1	9.2
Incr Delay (d2), s/veh	7.6	0.0	3.6	23.3	0.0	1.5	45.4	1.6	0.2	3.5	1.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	2.3	8.2	0.0	2.9	6.1	10.0	0.7	0.4	5.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	48.5	64.2	0.0	40.3	90.0	17.1	9.6	51.3	13.1	9.7
LnGrp LOS	D	A	D	E	A	D	F	B	A	D	B	A
Approach Vol, veh/h	306				389				2389		1931	
Approach Delay, s/veh	50.0				56.5				22.0		13.1	
Approach LOS	D				E				C		B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	61.4	20.4	11.9	14.0	53.7	12.9	19.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	41.0	18.0	18.0	10.0	38.0	18.0	18.0				
Max Q Clear Time (g_c+l1), s	2.8	32.2	16.3	7.5	11.2	22.8	8.8	9.0				
Green Ext Time (p_c), s	0.0	7.3	0.1	0.4	0.0	10.0	0.2	0.4				
Intersection Summary												
HCM 6th Ctrl Delay	22.9											
HCM 6th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary 6: WLC Pkwy & SR-60 EB Ramps

Horizon Year Plus Project

AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	0	920	0	0	0	0	1380	340	0	470	120
Future Volume (veh/h)	270	0	920	0	0	0	0	1380	340	0	470	120
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	321	0	1095				0	1643	405	0	560	143
Peak Hour Factor	0.84	0.84	0.84				0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	783	0	1226				0	3187	785	0	1760	785
Arrive On Green	0.43	0.00	0.43				0.00	0.16	0.16	0.00	0.16	0.16
Sat Flow, veh/h	1810	0	2834				0	6802	1610	0	3705	1610
Grp Volume(v), veh/h	321	0	1095				0	1643	405	0	560	143
Grp Sat Flow(s),veh/h/ln	1810	0	1417				0	1634	1610	0	1805	1610
Q Serve(g_s), s	12.2	0.0	35.7				0.0	23.0	23.0	0.0	13.7	7.7
Cycle Q Clear(g_c), s	12.2	0.0	35.7				0.0	23.0	23.0	0.0	13.7	7.7
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	783	0	1226				0	3187	785	0	1760	785
V/C Ratio(X)	0.41	0.00	0.89				0.00	0.52	0.52	0.00	0.32	0.18
Avail Cap(c_a), veh/h	941	0	1474				0	3187	785	0	1760	785
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.68	0.68	0.00	0.92	0.92
Uniform Delay (d), s/veh	19.6	0.0	26.2				0.0	31.2	31.2	0.0	27.3	24.7
Incr Delay (d2), s/veh	0.3	0.0	6.5				0.0	0.4	1.6	0.0	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	12.6				0.0	9.9	10.1	0.0	6.4	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	32.7				0.0	31.6	32.8	0.0	27.7	25.2
LnGrp LOS	B	A	C				A	C	C	A	C	C
Approach Vol, veh/h	1416						2048			703		
Approach Delay, s/veh	29.8						31.8			27.2		
Approach LOS	C						C			C		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	52.8			47.2			52.8					
Change Period (Y+Rc), s	4.0			4.0			4.0					
Max Green Setting (Gmax), s	40.0			52.0			40.0					
Max Q Clear Time (g_c+l1), s	25.0			37.7			15.7					
Green Ext Time (p_c), s	10.0			5.5			3.7					

Intersection Summary

HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary

7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Horizon Year Plus Project
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	510	1080	570	80	570
Future Volume (veh/h)	60	510	1080	570	80	570
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	580	1227	648	91	648
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	146	1111	2139	3030	361	436
Arrive On Green	0.08	0.08	1.00	1.00	0.19	0.19
Sat Flow, veh/h	1810	1610	3510	3705	1900	1610
Grp Volume(v), veh/h	68	580	1227	648	91	648
Grp Sat Flow(s), veh/h/ln	1810	1610	1755	1805	1900	1610
Q Serve(g_s), s	3.6	0.0	0.0	0.0	4.1	19.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.0	4.1	19.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	146	1111	2139	3030	361	436
V/C Ratio(X)	0.47	0.52	0.57	0.21	0.25	1.49
Avail Cap(c_a), veh/h	525	1448	2139	3030	361	436
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.87	0.87	0.09	0.09
Uniform Delay (d), s/veh	43.9	7.5	0.0	0.0	34.5	33.5
Incr Delay (d2), s/veh	2.3	0.4	0.3	0.1	0.2	219.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.7	16.2	0.1	0.1	1.8	37.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.2	7.9	0.3	0.1	34.6	253.4
LnGrp LOS	D	A	A	A	C	F
Approach Vol, veh/h	648			1875	739	
Approach Delay, s/veh	11.9			0.3	226.4	
Approach LOS	B			A	F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		87.9		12.1	64.9	23.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		63.0		29.0	40.0	19.0
Max Q Clear Time (g_c+l1), s		2.0		5.6	2.0	21.0
Green Ext Time (p_c), s		4.2		2.5	5.3	0.0
Intersection Summary						
HCM 6th Ctrl Delay			53.8			
HCM 6th LOS			D			

HCM 6th Roundabout
2: Redlands Blvd & Eucalyptus Avenue

Horizon Year Plus Project
PM Peak Hour

Intersection									
Intersection Delay, s/veh	17.1								
Intersection LOS	C								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		1		
Adj Approach Flow, veh/h	989		317		828		1050		
Demand Flow Rate, veh/h	989		349		828		1060		
Vehicles Circulating, veh/h	814		1402		980		245		
Vehicles Exiting, veh/h	179		406		823		1506		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	24.2		19.5		23.4		4.5		
Approach LOS	C		C		C		A		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	Bypass
Designated Moves	L	LTR	LTR	R	LT	TR	LT	TR	R
Assumed Moves	L	LTR	LTR	R	LT	TR	LT	TR	R
RT Channelized									Free
Lane Util	0.530	0.470	0.470	0.530	0.470	0.530	0.471	0.529	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.544	4.544	312
Entry Flow, veh/h	524	465	164	185	389	439	352	396	1919
Cap Entry Lane, veh/h	638	711	372	431	548	617	1136	1136	0.990
Entry HV Adj Factor	1.000	1.000	0.908	0.908	1.000	1.000	0.989	0.991	309
Flow Entry, veh/h	524	465	149	168	389	439	348	393	1900
Cap Entry, veh/h	639	711	338	391	548	617	1124	1126	0.163
V/C Ratio	0.821	0.654	0.441	0.429	0.710	0.711	0.310	0.349	0.0
Control Delay, s/veh	30.3	17.4	21.0	18.1	24.6	22.4	6.2	6.6	A
LOS	D	C	C	C	C	C	A	A	1
95th %tile Queue, veh	9	5	2	2	6	6	1	2	

HCM 6th TWSC
3: Eucalyptus Avenue

Horizon Year Plus Project
PM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	420	350	0	5	30
Future Vol, veh/h	10	420	350	0	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	560	467	0	7	40
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	467	0	-	0	773	234
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	306	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1105	-	-	0	340	774
Stage 1	-	-	-	0	603	-
Stage 2	-	-	-	0	726	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1105	-	-	-	336	774
Mov Cap-2 Maneuver	-	-	-	-	336	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	726	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		10.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1105	-	-	652		
HCM Lane V/C Ratio	0.012	-	-	0.072		
HCM Control Delay (s)	8.3	-	-	10.9		
HCM Lane LOS	A	-	-	B		
HCM 95th %tile Q(veh)	0	-	-	0.2		

HCM 6th Roundabout
4: Eucalyptus Avenue

Horizon Year Plus Project
PM Peak Hour

Intersection						
Intersection Delay, s/veh	4.8					
Intersection LOS	A					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	1		1		2	2
Adj Approach Flow, veh/h	508		427		52	51
Demand Flow Rate, veh/h	523		491		59	86
Vehicles Circulating, veh/h	104		41		571	495
Vehicles Exiting, veh/h	477		589		56	37
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	4.6		4.6		5.3	7.6
Approach LOS	A		A		A	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.328	4.328
Entry Flow, veh/h	246	277	231	260	59	86
Cap Entry Lane, veh/h	1292	1292	1368	1368	874	932
Entry HV Adj Factor	0.970	0.972	0.869	0.871	0.881	0.593
Flow Entry, veh/h	239	269	201	226	52	51
Cap Entry, veh/h	1254	1255	1189	1191	770	553
V/C Ratio	0.190	0.214	0.169	0.190	0.068	0.092
Control Delay, s/veh	4.5	4.7	4.5	4.7	5.3	7.6
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

HCM 6th Signalized Intersection Summary 5: WLC Pkwy & Eucalyptus Avenue

Horizon Year Plus Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	20	220	70	10	60	140	1350	140	110	1260	180
Future Volume (veh/h)	300	20	220	70	10	60	140	1350	140	110	1260	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	400	0	311	93	13	80	187	1800	187	147	1680	240
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	426	0	786	116	17	103	212	2457	763	172	2342	727
Arrive On Green	0.24	0.00	0.24	0.06	0.07	0.07	0.12	0.47	0.47	0.10	0.45	0.45
Sat Flow, veh/h	1810	0	3220	1810	230	1415	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	400	0	311	93	0	93	187	1800	187	147	1680	240
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1645	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	28.2	0.0	10.5	6.6	0.0	7.2	13.2	36.4	9.0	10.4	34.2	12.5
Cycle Q Clear(g_c), s	28.2	0.0	10.5	6.6	0.0	7.2	13.2	36.4	9.0	10.4	34.2	12.5
Prop In Lane	1.00		1.00	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	0	786	116	0	120	212	2457	763	172	2342	727
V/C Ratio(X)	0.94	0.00	0.40	0.80	0.00	0.78	0.88	0.73	0.25	0.85	0.72	0.33
Avail Cap(c_a), veh/h	459	0	941	181	0	228	223	2457	763	181	2342	727
HCM 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
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	48.8	0.0	41.1	60.0	0.0	59.2	56.5	27.6	20.4	57.9	28.9	23.0
Incr Delay (d2), s/veh	26.4	0.0	0.3	12.8	0.0	10.2	30.1	2.0	0.8	20.5	1.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	0.0	4.2	3.4	0.0	3.4	7.6	14.2	3.6	5.6	13.4	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	0.0	41.5	72.8	0.0	69.4	86.6	29.6	21.1	78.4	30.1	23.7
LnGrp LOS	E	A	D	E	A	E	F	C	C	E	C	C
Approach Vol, veh/h	711		186			2174			2067			
Approach Delay, s/veh	60.5		71.1			33.7			32.8			
Approach LOS	E		E			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	65.6	12.4	35.7	19.2	62.7	34.6	13.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	50.0	13.0	38.0	16.0	47.0	33.0	18.0				
Max Q Clear Time (g_c+l1), s	12.4	38.4	8.6	12.5	15.2	36.2	30.2	9.2				
Green Ext Time (p_c), s	0.0	8.4	0.1	1.2	0.0	7.6	0.4	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	38.4											
HCM 6th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary 6: WLC Pkwy & SR-60 EB Ramps

Horizon Year Plus Project
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	0	1180	0	0	0	0	1450	270	0	370	250
Future Volume (veh/h)	160	0	1180	0	0	0	0	1450	270	0	370	250
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	184	0	1356				0	1667	310	0	425	287
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	943	0	1477				0	2326	573	0	1284	573
Arrive On Green	0.52	0.00	0.52				0.00	0.24	0.24	0.00	0.24	0.24
Sat Flow, veh/h	1810	0	2834				0	6802	1610	0	3705	1610
Grp Volume(v), veh/h	184	0	1356				0	1667	310	0	425	287
Grp Sat Flow(s),veh/h/ln	1810	0	1417				0	1634	1610	0	1805	1610
Q Serve(g_s), s	3.5	0.0	28.6				0.0	15.2	10.9	0.0	6.3	10.0
Cycle Q Clear(g_c), s	3.5	0.0	28.6				0.0	15.2	10.9	0.0	6.3	10.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	943	0	1477				0	2326	573	0	1284	573
V/C Ratio(X)	0.20	0.00	0.92				0.00	0.72	0.54	0.00	0.33	0.50
Avail Cap(c_a), veh/h	1002	0	1570				0	2326	573	0	1284	573
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.50	0.50	0.00	0.72	0.72
Uniform Delay (d), s/veh	8.3	0.0	14.3				0.0	21.7	20.1	0.0	18.4	19.8
Incr Delay (d2), s/veh	0.1	0.0	8.7				0.0	1.0	1.8	0.0	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	9.3				0.0	5.5	3.9	0.0	2.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	0.0	23.0				0.0	22.7	21.9	0.0	18.5	20.3
LnGrp LOS	A	A	C				A	C	C	A	B	C
Approach Vol, veh/h	1540						1977			712		
Approach Delay, s/veh	21.3						22.6			19.2		
Approach LOS	C						C			B		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	27.1			37.9			27.1					
Change Period (Y+Rc), s	4.0			4.0			4.0					
Max Green Setting (Gmax), s	21.0			36.0			21.0					
Max Q Clear Time (g_c+l1), s	17.2			30.6			12.0					
Green Ext Time (p_c), s	3.1			3.3			2.3					
Intersection Summary												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary 7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Horizon Year Plus Project
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	160	310	1110	500	310	300
Future Volume (veh/h)	160	310	1110	500	310	300
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	456	1632	735	456	441
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	265	1042	1759	2860	495	655
Arrive On Green	0.15	0.15	0.84	1.00	0.26	0.26
Sat Flow, veh/h	1810	1610	3510	3705	1900	1610
Grp Volume(v), veh/h	235	456	1632	735	456	441
Grp Sat Flow(s), veh/h/ln	1810	1610	1755	1805	1900	1610
Q Serve(g_s), s	16.6	0.0	44.1	0.0	30.4	29.1
Cycle Q Clear(g_c), s	16.6	0.0	44.1	0.0	30.4	29.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	265	1042	1759	2860	495	655
V/C Ratio(X)	0.89	0.44	0.93	0.26	0.92	0.67
Avail Cap(c_a), veh/h	278	1055	1759	2860	526	681
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.74	0.74	0.09	0.09
Uniform Delay (d), s/veh	54.4	11.3	8.9	0.0	46.8	31.5
Incr Delay (d2), s/veh	26.7	0.3	7.1	0.2	3.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	19.5	16.5	6.1	0.1	14.1	13.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	81.1	11.6	16.0	0.2	50.3	32.0
LnGrp LOS	F	B	B	A	D	C
Approach Vol, veh/h	691			2367	897	
Approach Delay, s/veh	35.2			11.0	41.3	
Approach LOS	D			B	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.0		23.0	69.1	37.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		102.0		20.0	62.0	36.0
Max Q Clear Time (g_c+l1), s		2.0		18.6	46.1	32.4
Green Ext Time (p_c), s		4.9		0.4	6.5	1.5
Intersection Summary						
HCM 6th Ctrl Delay			22.1			
HCM 6th LOS			C			